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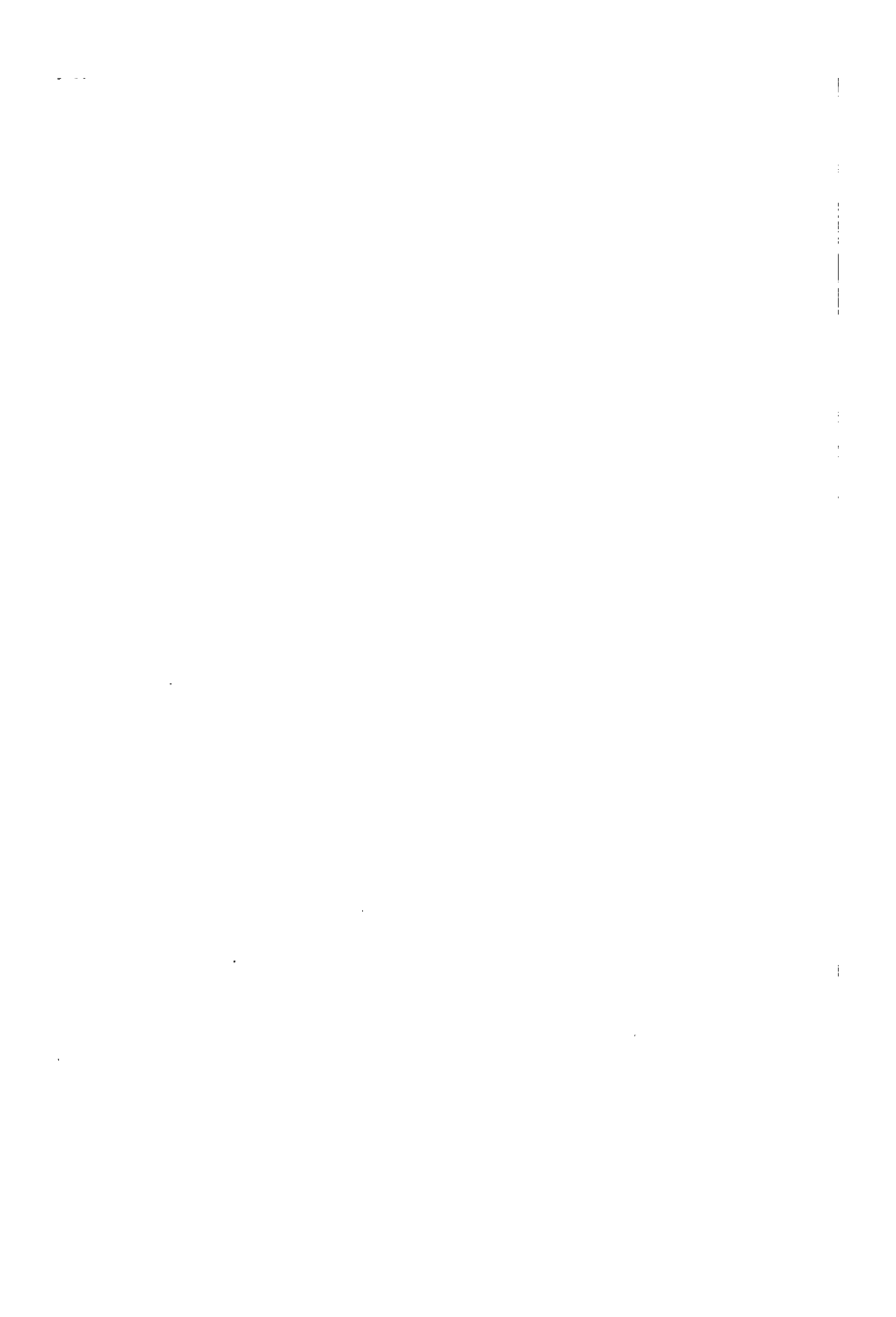
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WITH

A MAP OF THE PROVINCE.

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THE NIAGARA RIVER,

which conveys the waters of Lake Erie to Lake Ontario, is about thirty-four miles in length. At its entrance on the left appear the remains of Fort Erie, which was destroyed during the American War; and about a mile below stands the village of Waterloo. Between it and Black Rock, a village directly opposite on the American side, a steam-ferry-boat constantly plies. Here the river is about a mile wide. About three-and-a-half miles below is Grand Island, belonging to the Americans, and bearing splendid timber. It is about nine miles long by seven in its greatest width. At its eastern extremity is White Haven, whence there is a ferry to Tonawanda, where the Erie Canal reaches the Niagara and skirts it onward to Buffalo. A little to the N. W. of this island lies Navy Island, far inferior in size and richness of soil. During the late insurrection William Lyon M'Kenzie issued his proclamations, as Provisional President of Canada, from the latter island, and a party of rebels and American *sympathizers* took possession of it. Thither the American steamboat *Caroline* was employed to convey ammunition and stores from Schlosser Landing on the American side. From this place she was cut out (in Dec. 1837), set on fire, and sent over the Falls about two-and-a-half miles below. This was effected by Captain Drew and a party of Volunteers by order of Col. M'Nab, who was then commanding the British Militia at the opposite village of Chippewa. At this place the Welland River falls into the Niagara. CHIPPEWA is very advantageously situated for ship-building, and many vessels of large tonnage for the Upper Lakes have been built here by the Niagara Harbour and Dock Company. Hence a steamboat plies during the season to Buffalo. Here navigation

ends, and even the Canadian boatmen dare not venture beyond. A little below, the river contracts suddenly to less than a mile, and the current rapidly increases from three to eight miles.

We shall now present our readers with a few paragraphs from *Roy's History of Canada*, descriptive of the world-renowned Falls of Niagara and their surrounding scenery :

" Whilst travelling over the few intervening miles before reaching the Falls, you can, by looking upwards, see the calm waters in the distance, whilst nearer they swell, and foam, and recoil, and seem to be gathering up all their force for the mighty leap they are about to make. Mrs. Jameson, when speaking of them, says in her own beautiful manner, ' The whole mighty river comes rushing over the brow of a hill, and, as you look up at it, seems as if coming down to overwhelm you ; then meeting with the rocks as it pours down the declivity, it boils and frets like the breakers of the Ocean. Huge mounds of water, smooth, transparent, and gleaming like an emerald, rise up and bound over some impediment, then break into silver foam, which leaps into the air in the most graceful and fantastic forms.'

" The Horseshoe or Canadian Fall is not quite circular, but is marked by projections and indentations which give amazing variety of form and action to the mighty torrent. There it falls in one dense mass of green water, calm, unbroken, and resistless ; here it is broken into drops, and falls like a shower of diamonds, sparkling in the sun, and at times it is so light and foaming that it is driven up again by the currents of air ascending from the deep below, where all is agitation and foam.

" Goat or Iris Island, which divides, and perhaps adds to the sublimity of, the Falls, is three hundred and thirty yards wide, and covered with vegetation. The American Fall, which is formed by the east branch of the river, is smaller than the British, and at first sight has a plain and uniform aspect. This, however, vanishes as you come near, and, though it does not subdue the mind as the Canadian one does, it fills you with a solemn and delightful sense of grandeur and simplicity. It falls upwards of two hundred feet, and is about twenty feet wide at the point of fall, spreading itself like a fan in falling.

"An ingenious American has thrown a curious wooden bridge across this Fall to Goat Island, which you cross only a very few yards above the crest of the cataract. Passing by it, and crossing the island, you reach the extremity of the British Fall on its eastern side. Here a piece of timber projects about twelve feet over the abyss, on which you can stand safely, and view the waters as they rush by, whilst the spray dashes over you, and your frail support quivers under your feet. Here you may follow the course of the waters as they roll from the rude confusion below you, and spread themselves out into bright, curling, foaming green and white waves. To some persons nothing at the Falls appears so beautiful as the columns of mist which soar from the foaming abyss, and shroud the broad front of the great flood, whilst here and there rainbows peep out from the mysterious curtain.

"At the foot of the Canadian Fall, there is a ledge of rock, which leads into a cavern behind the sheet of waters, called 'the Cavern of the Winds.' It is in the form of a pointed arch, the span on the left hand being composed of rolling and dark water, and that on the right of dark rocks. It is fifty or sixty feet large, and the obscurity that surrounds it, together with the strong wind which blows the spray and water all over you, render this rather a difficult undertaking, especially for young persons.

"Within a few minutes' walk of this lovely scene are to be found all the bustle and activity of life. On the American side are hotels and mills of every description, and a busy town called Manchester, through which passes the railroad that connects it with Lockport and Buffalo. On the Canadian side, too, several mills are built on the edge of the beautiful rapids, large and elegant hotels are erected, and a railroad is in operation from Chippewa to Queenston Heights.

"A little below the Falls the Niagara resumes its usual soft and gentle beauty. The banks here are very high and beautifully wooded. About four miles below, the river has formed a circular excavation called 'the Whirlpool.' The rapid current here sweeps wildly past the sides of the high and perpendicular banks; and in its course the dead bodies or trees, that come with its reach, are carried with a quivering circular motion round and round this dismal spot. The



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rocks are steep, and no boat dares approach it, so that whatever gets into the current must there remain until decomposed, or broken to pieces by the action of the water. Having made this extraordinary circuit, the river regains its proper course and rushes between two precipices, which are not more than nine hundred feet apart.

"Seven miles below the Falls the country on the Canadian side suddenly rises into abrupt and elevated ridges, called Queenston Heights, and supposed to have been the banks of the river, and 'the place of the Falls' in former ages. During the war a large body of American troops was driven down this steep precipice, and nearly all perished in the river. The monument erected to the memory of the brave General Brock, who fell here, lies in ruins, having been blown up by one of the disaffected in 1838. At the foot of the hill is Queenston, a romantic looking village, where the Niagara again becomes navigable. On the American side, opposite to Queenston, stands the pretty town of Lewiston. A few miles below is Youngstown, an inconsiderable place; and at the mouth of the river is the quiet town of Niagara with its four thousand people. Fort Mississauga guards the river on the Canadian side, and on the opposite shore the Americans have a strong stone fort, called Fort Niagara. The banks of this river are very pleasing, and the water of a peculiarly beautiful colour."

In connection with the above extract we subjoin a very few particulars. On the Canadian side the principal hotels are the Clifton House and the Pavilion Hotel; and parties, wishful to enjoy the magnificent scenery for a few weeks, can readily procure accommodation in private boarding-houses. On the American side there are numerous hotels, the principal of which is the Cataract House, which generally overflows with visitants during the season. Here are large grist, paper, and timber mills. In Goat Island near the steps, called the *Biddle Staircase* after an individual of that name who appropriated a sum for their construction, the celebrated, or notoriously fool-hardy, Sam Patch made two successful leaps from a platform, erected at the water's edge and sustained from the bank above, the height of ninety-seven feet, in the presence of a vast concourse of enthusiastic spectators. This same individual perished in leaping over

the Genesee Falls at Rochester in the State of New York.—It is worthy of remark that the first fatal accident that has occurred in the numerous situations of considerable risk, where thousands upon thousands have been exposed, was in the case of Dr. Hungerford of West Troy, N. Y. State, in May of 1839. While he and his fellow-traveller, Mr. Nile of Columbus, Ohio, accompanied by a guide, were passing under Hog's Back Point, the air above them was suddenly discovered to be filled with falling earth and stone. In springing to their escape, the unfortunate Dr. was struck to the ground; and his companions, on removing him to a more secure spot, found that the vital spark had fled.—On the 16th of August, 1844, a Mr. Thompson, of Philadelphia, visited the Falls, and took rooms at the Clifton House. His first visit was to Table Rock, when he was one of a party that went under the sheet of water. While the rest of the party were ascending the bank towards the staircase on their return, he was observed to go down to the water's edge and seat himself on a rock. As he was not seen thereafter, it is supposed that, in attempting to get on a rock at a little distance from the shore, between which surges occasionally pass with much violence, he was swept into the frightful current and perished.—On the 24th of August, 1844, a Miss Rugg, of Lancaster, Massachusetts, arrived at the Falls in company with an elderly gentleman of Detroit, in whose care she was placed to accompany her on a visit to a sister living in Detroit. As they were passing near the bank about fifty rods below the Museum on the Canadian side, Miss Rugg left the gentleman's arm, and stepped to the edge to pluck some evergreens. In doing so, the earth slipped from under her, and she was precipitated one hundred and fifty feet upon a ledge of rocks. A Dr. Sturgis of New York, who happened to be in the Museum at the time, and several others descended the staircase at Table Rock, and, after clambering over rocks, fallen cedars, and tangled underbrush for nearly a quarter of a mile, reached the fair sufferer, strange to say, still alive, but apparently dying. On being bled, she so far rallied as to say to those standing by, "Pick me up." By this time a boat had been brought near to the fatal spot, in which she was conveyed to the ferry-landing, and thence to the Clifton House. She lived three hours after the acci-

dent, and retained her reason to the last, frequently exclaiming, "What will my poor mother say!" The sorrowing guardian took the body to Buffalo, and thence by steamboat to Detroit.—The first bridge from the main shore to the island was constructed in 1817, and was carried away by the ice in the ensuing spring. In 1818 a bridge was constructed, where Bath Island Bridge now stands, by the Hon. Augustus Porter and General P. B. Porter, brothers, the proprietors of the island. In the spring of 1839 its timbers were examined and found to be in a decayed condition; and during the summer of the same year the present bridge was constructed at a cost of £750. The projecting platform at Table Point, from which the visitor can in perfect safety gaze on "Niagara's spray" with its perpendicular cataract of one hundred and sixty-four feet almost beneath his feet, was finished in the season of 1844.

The Suspension Bridge is unquestionably as stupendous and sublime a work of art as any on this Continent. Its span is eight hundred feet; height from the water, two hundred and thirty feet; the depth of water, two hundred and fifty feet. The height of the stone tower is sixty-eight feet, and of the wooden, fifty. The number of cables for bridge is sixteen; of strands in each cable, six hundred; of strands in the ferry-cable, thirty-seven, the diameter of which is seven-eighths of an inch. The ultimate tension is six thousand and five hundred tons, and the capacity of the bridge, five hundred. A passage across is thrillingly exciting. In December of 1848 the Suspension Bridge Companies agreed, after a long pending controversy, to give Mr. Ellet, the Engineer, the sum of 12,000 dollars in full of all demands, each party paying its own costs. It is understood that arrangements are in progress for making another Suspension Bridge over the Niagara at Queenston. The location is just above the point where the ferry-boats cross. The water space is about six hundred feet, and that between the towers, which are to be of stone, is about eight hundred and fifty feet.

The traveller will be gratified in no ordinary degree by viewing the Falls not only in the small ferry-boat, which is rowed across by a single Indian of long experience, but also in the steam-boat which ascends at stated hours to within a few yards of the descending mass

amidst the dense foam of the boiling caldron.—Few travellers, who pass a Sabbath here, fail to visit the village of Tuscarora Indians, distant about ten miles on the Lockport road. They are a remnant of a once powerful tribe from North Carolina, and number about five hundred. A venerable chief, who held a commission under General Lafayette during the Revolution, died in 1840. In the Presbyterian Church a Missionary preaches in the English language, and one of the chiefs interprets the discourse. In the Baptist Church a chief preaches in their own language.—Seven miles below the Falls, the country on the Canadian side suddenly rises into abrupt and elevated ridges, called Queenston Heights, rising more than three hundred feet, and running to a considerable distance east from Queenston. This striking escarpment, or line of inland cliff, is supposed to have anciently been the banks of the river and the “Place of the Falls.” QUEENSTON, before the opening of the Welland Canal, had a considerable business as a principal depot for merchandize intended for the West, shipping some forty or fifty thousand bushels of wheat in a season. A rail-road thence to Chippewa, which cost £19,000, was opened in 1841. A horse-ferry-boat crosses regularly to the opposite village of Lewiston, where the Buffalo rail-road terminates. A party of Rifles are stationed here. Above the village stands the once handsome monument to the memory of the brave General Brock, who was killed here in October, 1812, while repelling an invading army of Americans. The result of the attack was the capture of the entire American force, including General Scott, recently Commander-in-Chief of the American Army in Mexico, and then a Colonel of Artillery. This monument was blown up by a disaffected American, named Lett, in April, 1841, who has met with some meed of his deserts in the New York State Prison at Auburn. It is expected that it will shortly be rebuilt on a more magnificent scale, as the necessary sum has been nearly realized by public subscription. The General’s remains were originally interred at Fort George (now in ruins) within half a mile of the town of Niagara, but were removed in 1824 to their resting-place under the monument.—NIAGARA, which lies at the distance of seven miles below, was formerly called Newark, and was settled by Colonel Simcoe, then Lieutenant

Governor of the Province. For some years it was the Capital, and before the opening of the Welland Canal had a considerable trade. It has a population of upwards of four thousand, and sends a Member to Parliament. Its Harbour and Dock Company have an establishment with machinery of a very superior description, as is proved by the numerous steam-boats, schooners, and engines which they have turned out. They usually employ one hundred and fifty hands, and in very busy times have employed as many as three hundred and fifty. The Chief Justice Robinson, Princess Royal, Admiral, &c. &c., of four hundred and four hundred and fifty tons, were built here. At Fort Mississagua at the mouth of the river are stationed a company of Rifles and a few Artillerymen.—On the opposite shore is the strong American fort, called Fort Niagara. This fort was built in 1685 by the Marquis de Denonville, French Governor of Canada, but was soon razed to the ground by the powerful Iroquois, who had been incensed by his treacherous conduct. In 1725 the French built on the same site another fort, which surrendered to the British and Indian forces under Sir Wm. Johnson in 1759. In 1796 it was surrendered to the United States by treaty. In 1813 it was retaken, but surrendered to the States at the close of the war in 1815. The latest transaction of interest in connection with this ancient fortress, was the confinement of William Morgan within its magazine for a few days, after having been kidnapped from Canandaigua jail (in New York State,) for revealing the secrets of Masonry. Since his imprisonment therein this notorious individual has not been seen.—It is worthy of noting that Lake Erie is five hundred and sixty-five feet above the level of the Sea, and three hundred and thirty-four above Lake Ontario. The fall is thus divided; in the sixteen miles from Lake Erie to the Rapids, the fall does not exceed twenty feet; in one quarter of a mile of the Rapids, forty feet; at the Falls, one hundred and sixty-four feet; and in the seven miles thence to Queenston or Lewiston, one hundred and one foot.—The country on both sides of the river is beautiful, and capable of producing rich crops of wheat, if well cultivated. It has been remarked with regret that there has been a disposition on the part of some farmers to *wear out* their farms, although the recent settlement of English and Scotch farmers has produced a beneficial

change in this respect among the American, native Canadian, and also not a few Pennsylvanian Dutch farmers, by whom the District was settled after the American War of Independence. Extensive orchards are abundant, and large quantities of apples, peaches, and cider are annually shipped at Niagara.

LAKE ONTARIO,

along the British or American side of which the tourist will now proceed according to his selection of a steamboat at Queenston or Lewiston, is about one hundred and eighty miles long by about sixty in its greatest breadth. It is two hundred and thirty-four feet above the Atlantic, is so deep that in many places it exceeds one hundred fathoms, and is never frozen over. It is the safest of the three Lakes for navigation, as it has several excellent harbours, and numerous bays. On the British side the usual route is straight across from the mouth of the Niagara to Toronto, a distance of thirty-six miles; although there is an opportunity of visiting the western extremity of the Lake, called Burlington Bay, afforded by a daily steamboat. This is distant about forty-five miles. About midway is the opening of the Welland Canal at Port Dalhousie.—On the south side of the Bay at the western extremity lies the rapidly improving town of HAMILTON, which was laid out in 1813 by a person of that name, and now contains a population upwards of ten thousand. From being the principal market for the Western merchants it seems destined to become second to no city in Upper Canada. An ample supply of excellent freestone and limestone behind the city affords the means of erecting handsome buildings, of which the merchants now generally avail themselves; and considerable quantities are exported to Toronto and other places on the Lake. It is expected that it will soon be furnished with gas and water-works. From the Bay is seen Dundurn, the handsome mansion of Sir Allan M'Nab, lately Speaker of the House of Assembly. It returns one M.P.P. Three newspapers are published. It is worthy of notice that behind the city rise the Burlington Heights, a continuation of the ridge from Queenston Heights, and that the same ridge stretches along gradually inwards, till it recedes about twenty miles between Toronto and Hol-

land Landing, separating the streams falling into Lake Simcoe from those that fall into Lake Ontario, and, as it advances eastwards, again approaches the Lake towards the Bay of Quinté. This formation has evidently at one time formed the boundary of the Lake, the same being visible on the American side.—There is a communication between the rising manufacturing town of Dundas and the western end of Burlington Bay by means of a canal, five miles in length, called the Desjardins Canal after a Frenchman who commenced the work. The prosperity of both places may be dated since the cutting of the Burlington Canal through the sandy beach that formed an impassable bar between the Lake and the Bay.—Betwixt Hamilton and Toronto there are seen in succession the towns or villages of Wellington Square, Oakville, and Port Credit. In the neighbourhood of the last is an Indian reserve, belonging to the Missisagua Indians, extending for one mile on each side of the river Credit. Their village was built by Government in 1825. They have a Methodist chapel and a school attached, besides a warehouse at the Port. It is gratifying to mention that the Indians here possess £1350 of the stock of the company that built the harbour at an expense of £2500, which might be so improved as to be rendered capable of affording refuge for any number of ships.

TORONTO

is the most populous city in Upper Canada, being upwards of twenty thousand. The site was selected by Governor. Simcoe in 1793, when only two Indian families resided on it. It was at first called York, but afterwards it was altered to the sonorous Indian name of Toronto or "The Place of Meeting." It was the Capital of the Upper Province from 1797 to 1841, when Lord Sydenham removed the Seat of Government to Kingston. It was apprehended that the removal would have caused a decline in its prosperity; but the energies of the citizens were roused, their trade has greatly increased, and the city itself is now well drained and paved, and supplied with gas and water. Of late years many handsome buildings have been erected, such as Osgoode Hall, St. George's Church, the Banks, the Lunatic Asylum, the Catholic Cathedral, and the Lyceum.

The city labours under the disadvantage of having no quarries, so that the private buildings are of brick. Property has increased greatly in value, and the rents of houses in good situations for business are upwards of £150 to £200. The principal public buildings are the Jail at the east end, the Court-house, the old Market-house, the new City Hall, the Upper Canada College, the old Parliament Buildings (partly occupied by the officials of King's College) and the Hospital, the last two of which lie towards the west end on the Bay. The stranger should visit the extensive and tastefully laid-out grounds of King's College, which will be a splendid edifice, should it ever be completed in the costly style which the finished portion presents as a specimen. This University is empowered to grant degrees in Arts and Sciences. The Free Church Presbyterians have a Theological Seminary and Academy, and the Congregationalists an Academy. The Lunatic Asylum and Observatory are worthy of a visit. There is a great number of institutions and societies for benevolent, religious, scientific, economical, and other objects. Ten newspapers and three monthly periodicals are published. The tonnage of steamboats owned here is about four thousand tons; and the yearly value of the Exports is estimated at £200,000. Toronto sends two members to the House of Assembly.—In coasting from Toronto to Cobourg, a distance of seventy-two miles, the villages or towns of Pickering, Windsor Harbour, Darlington and Port Hope, are passed in succession, all of which are well supplied with mills, and export several hundred thousand feet of lumber annually. COBOURG is well laid-out, and has a flourishing appearance. The merchants have established a Board of Trade. About a mile and a half to the west stand the Jail and Court-house, a handsome stone building. The principal building is Victoria College, which was constituted as such by Act of Parliament in 1842 with power to confer degrees in Arts and Sciences. It was originally founded by the Wesleyan Conference, but is unsectarian in its character. It is chiefly supported by a Legislative grant of £500 per annum, and by tuition-fees. It cost about £10,000, and contains Lecture-rooms, Chapel, Library, and Reading-room, which is, perhaps, overstocked with Canadian newspapers liberally forwarded by the Editors. It is commonly attended

by about fifty pupils, the majority of whom are boarders. There is a large cloth factory which, when in full operation, will employ about two hundred hands, and will be capable of turning out eight hundred and fifty yards per day. Three newspapers are published, the population is about five thousand, and the annual exports are estimated at £30,000.—It is worthy of remark that from Cobourg to Kingston, a distance of one hundred and five miles, a half is formed by the south shore of the fertile peninsula of Prince Edward, which is remarkably indented by the waters of the Bay of Quinté on the north, at the head of which the Trent is discharged after a winding course of one hundred miles from Rice Lake. **BELLEVILLE**, at the mouth of the Trent, is a thriving town with about three thousand five hundred of population, and two weekly newspapers. **PICTON**, the District town, is at the east end of the peninsula. On the top of a mountain in this peninsula is a remarkable lake, whose depth cannot be fathomed. At Tyendenaga on the north-east of this bay there is a very interesting settlement of Mohawk Indians, who separated from their nation in the State of New York about 1784. In 1793 they received from the Crown a large grant of land. In 1820 they surrendered nearly one-third in exchange for an annuity of £450. In 1835 they made a further surrender in trust to be disposed of for their benefit; so that their possessions do not now exceed sixteen thousand eight hundred acres. They live for the most part on detached farms scattered over the reserve. They have about fifteen hundred acres cleared, and about five hundred under tillage. There have been some instances of successful industry among them. A chief, named Hill, left by will at his death a few years ago considerable possessions to particular members of his family, who are at this day in full enjoyment of them. One of his sons, who is Catechist to the Missionary, recently built a wharf and commenced business as a general trader among his brethren in partnership with a white man. They possess stock and agricultural implements corresponding to their progress in husbandry. They were Christians long before their arrival in Canada, and were presented with a service of plate for communion as far back as the reign of Queen Anne. This they look upon with great respect, and the chief, in whose custody it re-

mains, is always well pleased to exhibit it to the traveller. They are attached to the Church of England, and, their place of worship having become too small for the congregation, they have recently erected a commodious stone church, the expense of which has been defrayed out of their own funds. A missionary was first appointed in 1810 by the Society for the Propagation of the Gospel in Foreign Parts. Their present excellent missionary reports that during his incumbency they have been making a gradual advance in morals, piety, and industry. They support a school-master out of the produce of certain small rents, which they receive and manage themselves. Their number is about four hundred. It is highly gratifying to the Christian philanthropist to mark such progress among the descendants of the ancient proprietors of the American soil.—Between the Peninsula of Prince Edward and Kingston lies AMHERST ISLAND, so called after Lord Amherst, one of the Generals in command of the British forces in 1760 when Canada was transferred to Britain. It was originally granted to Sir John Johnson for military services. The Earl of Mountcashel owns the principal part. The land is very good, and the tenants are in comfortable circumstances.—It is worth remarking *here* that the real settlement of Upper Canada took place in 1783 at the close of the first American war. At that time many inhabitants of the United States, who had adhered to Britain during the unfortunate contest, sought refuge within Canada. As they were generally in a very destitute state, the Government treated them liberally, and afforded them the utmost possible compensation for their losses and sufferings. With this view the whole land along the St. Lawrence above the French settlements to, and around, the Bay of Quinté was formed into townships. The settlers were termed the *United Empire* (U. E.) *Loyalists*, and besides an ample supply of land received farming utensils, building materials, and subsistence for two years; and every member of their families, on attaining the age of twenty-one, had a donation of two hundred acres.

KINGSTON

is built on the site of the old Fort Cataragui, subsequently called Fort Frontenac in honour of the Count de Frontenac, one of the French Viceroy's. Its advantageous position at the outlet of Lake Ontario into the St. Lawrence has raised it to considerable importance as an *entrepot* between the two Provinces. To accommodate this trade, wharfs and spacious warehouses have been provided. The streets are regularly arranged, and the houses are chiefly built of stone, of which there is an abundant supply. About half a mile distant is a low peninsula ending in Point Frederick, which with the other parallel one, terminating in Point Henry, encloses Navy Bay, the depot for the maritime armament formed during the late war. On an eminence of the peninsula is Fort Henry, which commands the entrance to the Lake. Point Frederick is connected with the town by a wooden bridge across the Cataragui Bay, near which are the Marine Barracks. The town has recently been put into a state of complete defence by the erection of large substantial martello towers. In 1841 Lord Sydenham removed the Seat of Government thither from Toronto, when the inhabitants, indulging the hope that it would continue to be the Capital, went to considerable expense in making improvements. The removal of the Seat of Government to Montreal in 1844 proved for a time a severe shock to its prospective prosperity, from which it is rapidly recovering. Its commercial importance is enhanced by being the port of the Rideau Canal, which communicates with the Ottawa at Bytown, and thus opens up so much of the back country. The principal building is the Market-House so called, although only a portion of it is occupied as such. It is the finest and most substantial building in Upper Canada, and cost £25,000. In the front are several public offices, and above are the Town-Hall and a room opposite, of the same size, capable of accommodating five hundred persons. From the gallery surrounding the interior of the dome a very extensive view is commanded. The Presbyterians in connection with the Church of Scotland have a Collegiate Institution, called Queen's College and University of Kingston. The Hospital is supported partly by Government and partly by voluntary contributions. The Hotel Dieu is attended by

Sisters of Charity, and the Roman Catholic Cathedral is of recent erection. There are two Marine Railways, one for hauling out vessels of three hundred tons, and the other for hauling out river boats and barges. At Portsmouth Harbour, a little to the west, lies the Provincial Penitentiary, a visit to which, and inspection of the internal arrangements, will not disappoint the traveller. It is a large stone building, surrounded by a high and most substantial stone wall with towers at the corners. The arrangements are so complete that escape seems under any circumstances impracticable. Blacksmiths, carpenters, shoemakers, tailors, &c., are busily employed in different workshops. The silent system is pursued except in necessary intercommunication at work. The inmates in general display a contented and subdued appearance. Perseverance in good behaviour entitles in remarkable cases to a discharge some years before the expiration of the term of confinement. It seems that there are not a few instances of convicts becoming inmates but a short time after receiving their liberty; so irresistible is the force of habit, when again subjected to temptation. The cells are so arranged that each keeper has a great number of prisoners, apart from each other, completely under his eye in his round, and can at all times ascertain, without being perceived, what is going on. Near the Penitentiary are baths and mineral springs, which have been much frequented. In the neighbourhood is an extensive saleratus factory in connection with a brewery. The proprietor offers to supply two thousand lbs. per day. Five weekly newspapers are published. Kingston returns one P. M. The population, including two villages, is about twelve thousand. The tonnage of steamers and schooners owned here is upwards of seven thousand.

Before descending the St. Lawrence and bidding farewell to the Ontario, for the sake of the tourist who may prefer to steam along the American or Southern shore of the Lake, we shall furnish a few particulars. From the outlet of the Niagara at the Fort of that name to the boundary line of 45°, the entire *littoral* is in the State of New York, and comprises in succession the counties of Niagara, Orleans, Monroe, Wayne, the northern corner of Cayuga, Oswego, Jefferson, and St. Lawrence. The last along its entire western

frontier, and a half of Jefferson County are bounded by the River. From Fort Niagara to the mouth of the Genesee River in Monroe County, a distance of about eighty-five miles, the coast presents an almost undeviating level under the primeval brush-wood, relieved by a few scattered clearances.

ROCHESTER,

Should the tourist on ascending the Genesee to Carthage, which is the port of Rochester, resolve upon visiting this city, he will find enough to engage and gratify his curiosity till he resume his journey by the next steamer. The road for a mile from Carthage has been excavated to the depth of from sixty to eighty feet, and in some parts overhangs the rugged banks of the river to an equal height, so that the stranger on his return, as he is borne along in the omnibus, from its peculiar construction making a regular alternation of jolts from side to side, notwithstanding the romantic scenery cannot help yielding to an uncomfortable impression of danger. An Englishman in 1810, having penetrated many miles into the bush, was struck with the water advantages which the Genesee afforded, and selected for his loghouse a portion of the locality which the wide-spreading Rochester now fills-up. Some idea may be formed of its astonishing progress from the fact that the population, which in 1825 was 5,271, and in 1840 20,191, amounts now to about 35,000. This large commercial and manufacturing city owes its greatness mainly to the "water privileges" which the proprietors on the banks of the Genesee here possess. For a considerable way above the Upper Falls the banks are on both sides surmounted by a great variety of mills. Its proximity to Lake Ontario, and the passage of the Erie Canal through its principal streets, contribute materially to its prosperity. A frontage on the river fetches a high price, as from the nature of the situation a supply of water from the canal or race can in many cases be rendered available twice or thrice. The aqueduct, by means of which the Canal crosses the river, is eight hundred and four feet long, contains ten acres, and is finished off in a most substantial manner. The vast produce of the Genesee Valley, which stretches sixty or seventy

miles, and is unsurpassed in fertility even on this Continent, is conveyed thither by the Genesee Canal, and thence to Albany, &c. The passage of the great Erie Railroad has recently contributed its share. The Upper Falls are about one hundred feet in height, and, though much diminished in effect by buildings, still present a magnificent view. In their waters the fool-hardy Sam Patch, buoyed up by one successful plunge in them on a previous occasion, as well as by two at Niagara Falls, in making a second leap, perished in presence of a vast concourse of spectators. The body submerged, and was never discovered. The streets of Rochester are wide, and well laid out, containing many first-rate private and public buildings. Of these we may mention the court-house, jail, arcade, and observatory, upwards of a dozen churches, and about six hotels, &c. &c. The Mount Hope Cemetery in the vicinity vies in extent and appropriateness of design and scenery with those of Greenwood near Brooklyn and Laurel Hill at Philadelphia. Before closing this notice we shall subjoin a statement of some particulars as to the flouring-mills, which are regarded as the largest in the world. A few years ago (1835) they amounted to twenty-one, and the capital invested in them exceeded half a million of dollars. When in full operation, they require daily twenty thousand bushels of wheat, and are capable of manufacturing five thousand barrels per day. So effective is the machinery connected with several runs of stones that one can grind, bolt, and pack one hundred bushels of flour daily. Besides the wheat drawn from the rich wheat-growing valley of the Genesee and the shores of Erie and Ontario, some millers imported from Canada (in 1835) about one hundred thousand bushels. Such is the high character of the "Rochester brands", that, besides the large shipments to foreign ports, they may be seen at Montreal and Quebec, New Orleans, New York, and Boston. The water-power of the two falls is estimated as equal to one thousand nine hundred and twenty steam-engines of twenty horse power. Calculated according to the cost of steam power in England, the annual value of this water power would amount to nearly ten millions of dollars. A large capital is also invested in cotton and woollen mills, iron-

works, tanneries, &c. &c.—OSWEGO, the principal commercial port on the American side of the Lake, is pleasantly situated at the mouth of the river of that name. The principal part of the town is on the western bank, and has a neat and stirring appearance. On the opposite bank are some large mills, and here terminates the Oswego Canal from Syracuse, distant about thirty-eight miles. About half-way betwixt Carthage and Oswego is Greatodus Bay. —At the eastern extremity of the Lake, on the south side of Black River Bay, lies in a very sheltered situation SACKETT'S HARBOUR. This was the naval station of the United States on the Lake during the last war with Great Britain. In May, 1813, Sir George Prevost effected a landing with one thousand men, but hastily re-embarked without accomplishing his purpose. The Navy Yard is a conspicuous object from the landing.—About twenty miles north of Sackett's Harbour, French Creek enters the St. Lawrence. Hence, in the beginning of November 1813, General Wilkinson embarked at the head of seven thousand men with the view of descending the St. Lawrence and attacking Montreal, expecting to be re-inforced by troops from Plattsburg. Six days thereafter an engagement took place near Williamsburgh on the Canadian shore, when the Americans were worsted. On the arrival of the army at St. Regis, disappointed in his expectation of a re-inforcement, General Wilkinson retired to French Mills, and encamped there for the winter. This place was subsequently named Fort Covington, in memory of General Covington who fell at the battle of Williamsburg.

Opposite Kingston lies a large island, called Wolfe's Island. It is well settled, having upwards of six thousand acres under cultivation. The stream, which in the course of a few miles issues from the Lake, is now for the first time called the St. Lawrence; and its channel so expands, and becomes so full of islands, that it obtains the name of the "LAKE OF THE THOUSAND ISLES." These islands present every imaginable shape, size, and appearance—some barely visible, others covering many acres. As one is conveyed along the unruffled surface with a cloudless sky overhead, surveying from the steamer's deck the ever varying combinations of wood, rocks, and water, he imagines that he is passing through some de-

lightful fairy-land. He finds himself sometimes enclosed within a narrow channel, shortly discovers openings as of noble rivers, and then seems to be on the bosom of a spacious lake.—Shortly after entering this picturesque scene, sixteen miles from Kingston, is the village of Gananoque, and on emerging from it is BROCKVILLE, one of the prettiest towns in Canada. Most of the houses and public buildings are constructed of limestone, on a bed of which the town is built. In the neighbourhood is granite, but not used from its hardness to be worked and consequent expensiveness. A good road is constructed thence to Perth, which is about forty miles north-west. Opposite the town is a rocky islet, surmounted by a blockhouse, where a few Riflemen are stationed. The population is upwards of two thousand with two weekly newspapers. It returns a member to the House of Assembly.—Five miles east lies the small village of Maitland, built on the site of an old French fortification. Seven miles below lies PRESCOTT, called after a Lieutenant Governor of that name, and rendered memorable during the late rebellion. Before the opening of the Rideau Canal it was a place of considerable trade. A company of Rifles and a few Artillerymen are stationed here. The population is two thousand. A steam-ferry boat plies to the American town of Ogdensburgh, which lies directly opposite. The river is about a mile and a half broad here.—Between Prescott and Dickenson's Landing at the head of the Cornwall Canal, a distance of thirty-eight miles, are in succession the villages of Matilda, Mariatown, Chrysler's, and Moulinette, and in succession, at nearly equal distances of seven or eight miles, are the Galoppes Rapids, the Point Iroquois Rapids, the Rapide l'lat Rapids, and the Farren's Point Rapids, in which the current varies from six to ten miles per hour. Canals of a few miles in length have been constructed that trade-vessels may pass. An island shortly obstructs the current, producing what is called the "LONG SAULT" i. e. Long Leap. The stream rushes through a narrow passage on each side, and hurries on the bark with great velocity; and the two currents, meeting at the lower end of the island, dart most furiously against each other, and form what is called the "Big Pitch." To avoid these rapids on the upward passage, Government has constructed, at

a cost of nearly sixty thousand pounds, a magnificent canal, called the Cornwall Canal, which was opened in 1843. It is eleven-and-a-half-miles long, and has seven locks.—The town of CORNWALL is well laid out, and has a pleasant situation. It returns a Member to the House of Assembly, has a population of nearly two thousand, and a newspaper. It is worth the tourist's while to avail himself of the opportunity afforded for going on shore and inspecting the workmanship of the canal. The French inhabitants formerly called this place "Pointe Maline" from the difficulty they experienced in ascending this portion of the river with their *bateaux*.—Opposite to Cornwall lies the Indian village of St. REGIS, where line 45° strikes the St. Lawrence, and forms the boundary between Lower Canada and the State of New York, intersecting, also, the tract of land which is the property of this body of Iroquois, numbering in all about one thousand, and about equally British and American. There is a large stone church, which was erected upwards of fifty years ago at their own expense. The Government maintains a French Canadian missionary, who resides permanently at the village, and devotes his whole time to the tribe. A great portion of the service consists of singing, of which the Indians are passionately fond. The men procure a precarious subsistence chiefly by hunting, and the women employ themselves in making mitts and moccasins from the skins of animals that have been killed during the winter, and in manufacturing splint baskets and brooms.—After passing the Canal the St. Lawrence widens into one of those beautiful expanses, called Lakes, which tend not a little to impart variety to the course of this majestic river. LAKE ST. FRANCIS is forty miles long. About half way down the lake on the left hand stands the village of Lancaster, close on the boundary line between the West and East Provinces. Here the Loyal Glengary Highlanders raised a large cairn or pile of stone (a memorial occasionally erected for warriors of old in Scotland) in honour of Sir John Colborne, now Lord Seaton, formerly Governor General. THE RAPIDS. At the extremity of the lake commences a succession of very formidable rapids, called the Coteau du Lac, the Cedars or the Split Rock, and the Cascades. The voyage down this sixteen miles' declivity of boiling waters, often presenting,

as it were, sea-waves lashed by tempestuous winds under a burning and unclouded sky, is perhaps as exciting as this or any country offers. The landscape along the shore is in some parts romantic, exhibiting a few villages with handsome churches and parsonages and mills, with an uninterrupted succession of cottages on the water's edge. The excitement is enhanced by a sense of risk accompanying the vessel as she sweeps with the utmost speed close past islands and rocks, whilst her straight course in the channel is maintained by the steady exertions of eight *voyageurs* at the wheel and rudder. A considerable island, called Grande Isle, lies a little below the east end of the Lake. In order to open up a communication between this Lake and the next expanse, called Lake St. Louis, which is twenty-four miles in length, the Beauharnois Canal has been constructed by Government at a cost of £162,281. It is eleven-and-a-quarter miles long, and has nine locks.—The St. Lawrence, on emerging from the Cascades, receives a great influx of waters from the Ottawa, and their combined waters form the expanse of Lake St. Louis, at the western extremity of which is the considerable island of Isle Perrot, and along the north shore is the Island of Montreal, which is above thirty miles in length. For some distance below the junction the brown waters of the Ottawa roll on unmixed with the clear stream of the St. Lawrence. At the outlet of the Lake on the right is the Iroquois settlement of CAUGHNAWAGA or "The Village of the Rapids," in allusion to those that lie a little below. It was granted for their benefit by Louis XIV. in 1780, and enlarged by Governor Frontenac. These Indians in summer chiefly subsist by navigating barges and rafts down to Montreal, and in winter by the sale of snow-shoes, moccasins, &c. They are Roman Catholics, and have lately rebuilt a handsome and substantial church. They behaved nobly during the recent disturbances, and since that period have received special marks of Her Majesty's favour.—On the left bank stands LACHINE, the central situation of which bids fair to ensure its growth and prosperity. Here is the residence of Sir George Simpson, Governor of the Hudson's Bay Company, and of the staff of officers in charge of this, the principal post of the company. Hence emanate the instructions, received from head-quarters in Lon-

don, for the different posts throughout the company's extensive territories. Towards the latter end of April in each year a body of the company's people along with experienced *voyageurs* leave this port in large canoes, called *maître-cambis*, in which their chattels and packages are transported *via* the Ottawa and a tributary on the left to Lake Nipissing, whence is the descent by the *Rivière des Français* into Lake Huron. On reaching Fort William on the banks of Lake Superior the large canoes give place to others of a much smaller description, constructed for more convenient transhipment across the numerous *portages* between the different posts of the company. From Lachine the rail-cars convey the passengers to Montreal, a distance of nine miles. During last season the passenger steamers have undertaken the descent of the Fall of St. Louis or the Lachine Rapids, which present features of excitement and interest even exceeding the Upper Rapids, and to obviate which has been constructed the Lachine Canal at an expense of £137,000. This port is situated so as to be the central starting place of the steamers for the Upper St. Lawrence and the Ottawa. It is worthy of remark that this village originally received its appellation from the chimerical idea that hence would be afforded a route to China.

MONTREAL

is situated in Lat. $45\frac{1}{2}^{\circ}$ N. and Long. $73\frac{1}{2}^{\circ}$ W., thus agreeing exactly with the cities of Lyons and Venice in Europe in the parallel of latitude, and nearly so with the city of New York in longitude. In 1535 Jacques Cartier, whilst surveying with delight the magnificent prospect which the brow of the "Mountain" in rear of the modern city commanded, gave to the elevation, in honour of his royal master, the King of France, the name of *Mount Royal*. About a century afterwards this name, having undergone a not unusual corruption, was imparted to the French settlement which arose about that period to the west of Hochelaga, the ancient Indian village. This city is the Capital of British North America, and the residence of the Governor-General, of the Commander of the Forces, and of the heads of the various Civil and Military Departments connected with the Government.

It seems proper to premise that Lower Canada is divided into five Districts ; three superior, Montreal, Three Rivers, and Quebec ; and two inferior, St. Francis and Gaspé. These are Judicial divisions, having Courts of superior and inferior jurisdiction. The District of Montreal is intersected by the St. Lawrence, and each portion is nearly equal in point of extent, population, and value. The northern portion extends along the Ottawa which forms the boundary between Upper and Lower Canada, till it is bounded by Lake Temiscaming ; the southern has for its opposite frontier the northern boundaries of the States of New York and Vermont. The island of Montreal is the largest and most fertile in Canada and is formed by the waters of the Ottawa and St. Lawrence on its northern and southern sides respectively. Its generally level surface is diversified by several gentle ridges called *coteaux*, while the eminence in rear of the city attains a height of five hundred and fifty feet. Its luxuriant production of the choicest fruits and vegetables has deservedly earned for it the appellation of the "Garden of Canada." The island, which in conjunction with a few islands around it constitutes the County of Montreal and returns a member to Parliament, is divided into ten parishes ; whereof that of the City of Montreal comprises besides the Royalty and the Suburbs the villages of Hochelaga below the city, Cote des Neiges behind the 'Mountain', and St. Henry or the 'Tanneries,' and the intermediate localities. It is worthy of notice that the intrepid discoverer Cartier for the first time entered Hochelaga, on the 3rd of October, 1535, then a village of Huron Indians, destined, however, to be the nucleus of the modern city of Montreal. On the 15th of August, 1642, the day observed by the Romish Church in honour of the Assumption of the Virgin Mary, the spot destined for the city was consecrated with due solemnities, commended to the protection of the "Queen of Angels," and named Ville Marie. In 1644 the whole of this valuable island became by royal grant the property of the St. Sulpicians at Paris, whose founder, the Abbé Quélus, landed with authority from the Seminary of St. Sulpice, and before 1657 had cleared and settled a large part of the property. He founded the Seminary of that name in Montreal, and the land of the entire island has been purchased

from that body, or is in the hands of tenants for a stipulated rental. The population of the island is estimated at from sixty-five to seventy thousand souls, of which the city contains about fifty thousand. The relative population of the latter stands nearly thus ; two-tenths are French Canadians ; nearly one-tenth, British Canadian ; one-and-a-half-tenth, English, Irish, and Scotch ; somewhat less than one half-tenth, Germans, United States, &c. For municipal purposes the city is divided into nine Wards, three of which send three representatives to the Council each, and the other six send two each. The corporation is thus composed of twenty-one members, comprehending the Mayor, five Aldermen, and fifteen Councillors. Their labour are subdivided amongst seven Committees of Finance, Fire, Light, Markets, Police, Roads, and Waters. The city sends two members to the House of Assembly.

We shall now conduct our tourist from Donegana's Hotel, as a convenient starting point for an excursion through the city. The front portion of this large building was occupied as Government House during Lord Sydenham's administration. In 1846 Mr. Donegana by extensive additional buildings in the rear completed this hotel in a manner not surpassed by any hotel on the American continent, not excepting the celebrated 'Astor-House', of New York. From its dome a delightful view of the surrounding country is commanded. The Hotel opens upon Notre Dame Street, the principal and most fashionable. It is worth noticing that the other principal streets run parallel to this, north and south, and are crossed at right angles by streets running east and west. The streets of the Old City have been named after a variety of the Saints, whilst the nomenclature in the more modern part reminds us of Governors Craig, Dorchester, Sherbrooke, &c. On proceeding a little southwards is seen a low building within a railed parapet, called the Old Government House. This house, which was originally erected by a company of fur-traders, has been partially repaired and modernized, so as to adapt its suite of apartments, along with those in the adjoining buildings, to the services of various Governmental Departments. The Governor's presence for the transaction of public business is intimated by the floating of the Union-jack on the flag-staff. He resides at Monk-

lands, a small but handsome mansion at the south-eastern base of the Mountain.—By crossing the street, and passing the Government Garden on the left, the stranger will find himself at the Champ de Mars or Parade Ground, a level space of two hundred and twenty-seven yards by one hundred and fourteen, well adapted for military exercises. Hence there is a fine view of the north-eastern slopes of the Mountain; and the eye is caught by an airy and commodious building on an elevated site in this direction.—This is the General Hospital, and is well worthy of a visit from the philanthropic or professional traveller. It is one of the principal ornaments of the city. It is pleasant to reflect that in 1818 the earnest representations of the *Ladies' Benevolent Society* (formed expressly for the relief of indigent emigrants, and that personally superintended a soup-kitchen for this purpose) showing the cases of sick who needed, but could not procure, medical aid, succeeded in engaging the sympathies of the public in behalf of the claims of their Association. In the interval till the opening of the Institution in 1822, the patients occupied for a year a small house, of four apartments, called the *House of Recovery*, and for three years a larger one, of three wards, in *Craig Street*. Its benevolent purpose is, "the reception and care of diseased poor, and others who may not have the means or convenience of being duly cared for, when sick, at their own places of residence." The building is so constructed that each of the two wings has an equal capacity with the centre. The central building and the land belonging to it cost £5856. It would be wrong to omit allusion to the circumstances under which the Richardson Wing was added in 1832. The Honble. John Richardson, a Scotchman, emigrated to the late British Colonies in 1774, and, having come to Canada in 1787, attained great eminence as a merchant, and by a long career of important public services earned the grateful feelings of his fellow-citizens. To give expression to these in a permanent form, on his demise in 1831, it was resolved to erect a cenotaph to his memory in Christ Church. The sums obtained for the purpose in Montreal, Quebec, Toronto, and London, and elsewhere, so far exceeded the requisite amount for carrying out the object, that, as the best means

of combining honour to the departed and utility to the living, the funds were devoted to the erection of this wing, and so commemorate the worth of the first President of the Hospital, who had so liberally contributed to its foundation and support. The second wing has been erected (1848) from funds left by the late Judge Reid, also a Scotsman, at the disposal of his widow, who made the grant subject to the single condition that a tablet, similar to the one in the north wing, should commemorate the donation. This institution is under excellent management, and has proved highly beneficial to the community. The average scale of *In-door* and *Out-door* patients for several years somewhat exceeds a thousand in each class annually. Medical students on payment of a small fee receive much insight into their profession by attending the practise of the Hospital. The only inadmissible cases are those of advanced stages of pregnancy, insanity, and incurable disease.—At the north end of the Parade Ground stands Gosford Street Church, being the Second Congregational or Independent Church; and at the south-eastern corner stands St. Gabriel Street Church. It was opened in 1792, and for several years was called the Scottish Church, as it was the only one in this Province in connection with the Established Church of Scotland. It is remarked that the bell in its steeple is the first Protestant bell that sounded in Canada.—It is probable that the two buildings within the enclosure betwixt the Champ de Mars and Notre Dame Street will be soon replaced. The one, whose walls only are standing, was occupied as a Court House since 1800 till it was destroyed by fire in 1845. The other edifice was occupied as the Gaol of the city from 1806 to 1836, when the inmates were transferred to the more commodious building called the New Gaol. It was afterwards occupied by the Government as Barracks until, in consequence of the destruction of the Court House by fire, it was selected as a temporary Court House. Here are the Judges' Chambers, the Rooms of the Grand and Petty Juries, the Offices of the Clerks of the Crown and Peace, &c. &c. It might afford an agreeable variety to a stranger to visit the Courts during their session and hear the debates in both languages. It may be mentioned that the Superior Courts have jurisdiction in suits above £20, and the Inferior Courts in suits under

that sum.—Immediately opposite stands Nelson's Monument, the only monumental column of a public character in the city. On receiving intelligence of the victory obtained by the British fleet off Trafalgar in October, 1805, several gentlemen entered into a resolution to testify their admiration of the illustrious commander. In 1809 their resolution eventuated in the erection of this chaste monument, which cost £1300. It is built of the best gray compact limestone, which is found in the neighbourhood, is exceedingly durable, and dresses well. The ornaments on the sides of the pedestal, &c. are of the artificial stone invented by Coade and Sealy of London, by whom they were executed. It is of the Doric order, and is surmounted by a statue of the same artificial stone, representing the hero in the attitude in which he was standing when he received the fatal shot. His left arm rests upon the stump of a mast amidst blocks, tackle, &c., as they appear to have fallen from the rigging. On the front side toward the west, the plinth contains an elegant figure of a crocodile in bas-relief, emblematical of the battle of the Nile. The panel on this side is ornamented with cannons, anchors, and other appropriate naval trophies, with a wreath of laurel encircling the inscription. The figures on the east side represent the interview between Lord Nelson and the Prince Regent of Denmark when his Lordship landed after the engagement off Copenhagen. On the north side the sea-piece is intended to designate the battle of the Nile, whilst that on the south side commemorates the battle of Trafalgar. The severity of the climate has gradually mutilated several of the figures.—Pursuing his course a little farther, the stranger will find on his right Christ Church, and on his left within an arch-way the Black or Congregational Nunnery. In connection with the former, it may be stated that the Rev. Mr. Delisle, a Swiss, was the first Protestant Episcopal Minister who settled in this city in 1789, and that his congregation for some years occupied a Church, formerly belonging to the Jesuits' College, the use of which was granted by Lord Dorchester. As has been the misfortune of a great majority of the public buildings in the city, in 1803 this church was rendered useless for the purposes of worship by fires in the immediate vicinity. Within a few days such measures were adopted as resulted,

no doubt after many pecuniary embarrassments, in the erection of the present handsome structure in 1814. It is worthy of record here that the congregation was in the meantime accommodated with the use of the Scotch Church. Such accommodation on the part of Roman Catholics to Protestant congregations under similar circumstances, and of Protestants of different denominations to each other, is matter of fact in the Ecclesiastical history of the city deserving of honourable mention. The interior of Christ Church presents neatness and simplicity of design and execution. The organ, which is a powerful and elegant instrument made by Elliot, of London, was erected in 1816 at an expense of nearly £1600. From the balcony at the base of the spire (two hundred and four feet high) is an extensive view of the whole city and circumjacent country.—The Convent of the Congregation of Notre Dame, or the Black Nunnery, as it is colloquially called from the black dress worn by the sisters, was founded in 1659. It is composed of a superior and sixty sisters, the most of whom are employed in instructing the pupils in the different branches of female education. The block of very elegant shops and houses to the corner of St. Jean Baptiste Street stands upon the property of the Nunnery, which besides the chapel and a large garden comprises the entire side of the street just mentioned. We shall afterwards make mention of the enterprising foundress of this establishment.—On the east side of the Place d'Armes or French Square stands the highly imposing front of the Parish Church or Cathedral. From the foundation of Montreal in 1642 to 1672 public worship was performed in a wooden chapel, which in the latter year was succeeded by a more commodious and substantial erection of stone. This stood quite across the middle of Notre Dame Street, exactly in front of the present magnificent Cathedral, so that passengers were obliged to pass half round the church on either side. Even this church was found inadequate for accommodating the rapidly increasing population, and in 1675 the Church of Bonsecours was opened. These were the first churches of stone erected in the island of Montreal. The present Cathedral was commenced in 1824, and in 1829 was in so forward a state as to be opened for public worship. It is of the perpendicular style of Gothic architecture of the middle ages, and,

notwithstanding a manifest destitution of ornament, it is regarded as not inferior to any ecclesiastical structure on the continent of North America in the combination of the grand and simple in architecture. The six towers are so arranged that each flank presents three, and the east and west ends present two each. The towers in front are two hundred and twenty feet high, and strangers usually avail themselves of the magnificent prospect which the southern one affords, and in which is placed the largest bell in America, weighing twenty-nine thousand four hundred lbs, or upwards of thirteen tons, and cast in London expressly. The interior strikes the spectator more for its vast capacity than otherwise. The ground-floor and two galleries accommodate ten thousand sitters in one thousand two hundred and forty-four pews. The five public and three private entrances to the former, and four to the latter, are so arranged that this vast assemblage can assemble and disperse without disagreeable pressure. The building comprises seven chapels and nine spacious aisles, all of which are visible from the front entrance. The high altar, which is somewhat in the florid style, bears a resemblance to that of St. Peter's at Rome, the pulpit to that of the Cathedral at Strasburg. The pillars, which support the galleries, are wooden and painted in imitation of clouded Italian or American marble. The organ and painting call for no especial notice. The large figure, occupying a prominent niche in the centre of the front, is one of the Virgin, to whose protection the edifice is dedicated. The amount laid out in the construction of this ecclesiastical edifice has reached nearly £100,000, a considerable portion of which remains unimburshed. A night-view from the opposite side of the Square is considered to convey to an observer as striking an impression of the imposing magnitude of the front as any other. The entire space under the Cathedral forms a cemetery in which the more wealthy Catholics are interred. —The handsome and substantial edifice immediately adjoining the Cathedral to the south-west, and which replaces one of the oldest establishments in connection with the Roman Catholic Church in the city, is the Seminary of St. Sulpice. It was founded about 1657 by the Abbé Quelus, who had been commissioned by the St. Sul-

picians at Paris to erect here an institution on a plan similar to their own. Here reside the members of the order who are occupied with parochial duties. This body has a College for instruction in all the branches of literary and scientific knowledge. It originally stood in close connection with the Seminary, and received the name of *Petite-Seminaire* or *Little Seminary*. The present College, however, including its extensive grounds for exercise and gardens, occupies nearly one entire side of College and Foundling Streets, and may gratify the stranger by a visit. Its erection cost upwards of £10,000. It has accommodation for one hundred and sixty resident Pupils, besides apartments for the Director or Principal, four professors, and eight tutors. The philosophical apparatus is extensive and well selected, embracing more recent improvements. The regular course of studies, embracing classics, rhetoric, belles-lettres, mathematics and natural philosophy, lasts eight years. Here also is superintended the preliminary training of the Ecclesiastics who may be induced to devote themselves to the Roman Catholic priesthood. It deserves to be mentioned that at the annual distribution of prizes in the end of July the more advanced pupils evince a progress in classics, general literature, and science, which reflect much credit upon their instructors. In immediate connection with the College is a school for instruction of about three hundred junior Pupils in the common branches, conducted by *Les Frères des Ecoles Chrètiennes*, or the *Friars of the Christian Schools*. The Sulpicians have also established schools in different parts of the Parish.—Two buildings of massive construction, belonging to the two oldest Banking Establishments not only of the City but of the Province, occupy the west side of the French Square. The one, surmounted by the large dome, and which is a beautiful specimen of the Corinthian order of architecture, is the Bank of Montreal, and cost in its erection £25,000. This institution was chartered in 1817, has a capital of one million, and has Agencies in the principal towns of the United Province.—The other is the City Bank, presenting an elegant specimen of the Grecian style of architecture. This was chartered in 1832 and has a capital of £300,000.—On the other side of the Montreal Bank is an elegant building, till recently belonging to this

establishment, but now occupied by the *Banque du Peuple* or People's Bank. Its front is ornamented with four emblematical devices of Agriculture, Manufactures, Arts, and Commerce in bas-relief. Its erection cost upwards of £11,000. It was opened in 1835 and has a capital of £200,000.—A little farther on the opposite side of the street (Great St. James's) is the Bank of British North America. The principal stockholders are in London, where is the head-office. The capital is one million sterling. It has Branches and Agencies in the principal towns of Canada, and in the capitals of the Lower Provinces, besides an Agency in New York.—The New Wesleyan Church in this street is a spacious building, and is regarded as a fine specimen of the Florid Gothic style of architecture of the fourteenth century. It can seat two thousand persons, and cost £12,500.—The Odd Fellows' Hall, the Ottawa Hotel, and the American Presbyterian Church contribute a due share to the substantial and tasteful architecture of this superior street. The congregation of this church was organized in 1822. The individuals originally composing it seceded from the St. Andrew's (Scotch Establishment) congregation, conceiving themselves aggrieved by certain measures pursued therein. The name assumed intimated their national origin. It was opened for public worship in 1826.—By going a few yards beyond this church the stranger can command a fine view of the well wooded and precipitate portion of the Mountain, and has on the rising foreground : t. Patrick's Church to the right, and to the left Zion Church, New : t. Andrew's Church, and the Unitarian Church fronting the spectator a few yards to the right of the one just mentioned.—St. Patrick's, which is in the Gothic style of the fifteenth century, is comfortably seated for nearly five thousand persons. The interior is finished off in a chaste and simple manner, whilst the absence of galleries imparts a light and airy appearance to the lofty walls and ceiling. The spire is two hundred and twenty-five feet high, and is one of the most striking objects to one approaching the city.—The congregation of Zion Church comprises the members of the First Congregational or Independent Church of this city. This body in 1832 did not number above fifteen individuals, when they formed themselves into a Christian Church. A neat place of wor-

ship was opened in 1835, and such was the increase of pewholders that the present more commodious and handsome structure was completed in 1844.—The Scotch Church in progress of erection is for the accommodation of the congregation under the pastoral care of the Rev. Dr. Mathieson. This congregation since the resignation of the first incumbent in 1824, who with the original congregation belonged to the Burgher Seceders in Scotland, has been in connection with the Established Church in that country. This church, it is understood, will be after the model of the celebrated Cathedral of Salisbury, which is perhaps the most beautiful example of the ecclesiastical architecture of the old country. The tower and spire will together rise to upwards of one hundred and eighty feet.—It is recommended to the tourist now to descend M'Gill Street to the River. On arriving at its intersection by Notre Dame Street, he will discover at a few yards to his left a very antique building, the Recollet Church. When this order was extinguished in Canada, the British Government exchanged the ground, on which their Monastery stood, and the adjoining lands, for the beautiful Island of St. Helen (which lies opposite the lower portion of the city), then the property of the Hon. Mr. Grant. The Seminary purchased from him the Church, and adjoining buildings, for supplying the large influx of Irish emigrants with a separate place of worship. Here the Irish Catholics continued to worship till the more commodious St. Patrick's Church was opened at the close of 1847.—A few yards south, and on a part of the grounds formerly pertaining to the Recollets, stands St. Paul's Church (in connection with the Scotch Establishment), a chaste building of cut stone with a well finished Gothic front. It was opened for Divine Service in 1834.—A little farther in the same Street (St. Helen, called after the island of that name in consequence of the exchange just alluded to) is the Baptist Chapel, which was begun and finished for public worship in 1831. It is in connection with the Ottawa Baptist Association.—Towards the eastern extremity of M'Gill Street on the left is a very handsome edifice, formerly occupied as St. Ann's Market, but, upon the occasion of the Seat of Government being transferred from Kingston to this city in 1844, selected as the most eligible for the use of

the Legislative Council and House of Assembly, and leased with that view from the Corporation. It is fitted up in a neat and appropriate style, and forms upon the whole a tolerably commodious Parliament-House. It originally cost upwards of £17,000.—Immediately adjoining is the Gray Nunnery or General Hospital of the Gray Sisters. This ancient establishment was originally founded as far back as 1692 by the charitable exertions of the citizens of Montreal, at the head of whom was M. Charron, a native of Normandy. It was designed as an Asylum for infirm and superannuated persons, and also for orphans in destitute circumstances. These last were to be employed in work suitable to their age, and put in the way of learning a trade. The design was nobly encouraged by the gentlemen of the Seminary, who granted an extensive lot of ground, on a part of which the present Hospital stands, quite unencumbered, but subject to the simple proviso that, if the establishment should ever cease to exist, the whole should revert to the Ecclesiastics of the Seminary. Under the prudent direction of M. Charron, the first superior, the institution made rapid progress, having in 1693 made several purchases of real estate, among which may be mentioned that at Point St. Charles. The managers were invested with new powers under the title of *Frères Charions*. Unfortunately his successor proved ill qualified for conducting such an establishment, and at length the entire brotherhood, with the exception of two or three, withdrew. In 1737 a Madame Youville, who had been left a widow at twenty-eight years of age, and was possessed of a competent fortune, succeeded in influencing a few ladies of congenial mind to form themselves into a Society for irrevocably devoting themselves to acts of charity and other religious duties to the aged and infirm poor. This lady, possessing a rare combination of the requisite qualifications for the superintendence of such a community, was at once recognised as Superior. For several years the excellent management of these sisters had attracted general notice and approbation; and the Seminarists looked to them as the fittest persons for receiving the disorganized and burdened Hospital. The Freres had left it under a debt of more than £2000, which Madame Youville engaged to discharge, chiefly from her own private funds, and

undertake the re-organization and responsibility, on condition that she should be judicially appointed Manager. Accordingly in 1747 this sisterhood entered upon their arduous enterprise in this new field of labour, in which they found four inmates, bringing with them nine of their own poor. In a few years such an amount of success crowned their pious exertions that the original design was so enlarged as to admit the sick and wounded of every age and station. Of these classes there were about one hundred inmates, and in 1755 the premises were much enlarged, the greater part of which was unhappily destroyed by fire in 1765. In a short time it was rebuilt on a more commodious plan, and from time to time material additions have been made, so as to enable the Society to extend its bounty to a greater number of foundlings and lunatics. This extended usefulness has been accomplished in a considerable degree through grants from the Legislature and the revenues from the island and Seignior of Chateauguay, whose value has of recent years been considerably increased. Before closing this notice it seems just to observe that this Institution has done incalculable service by providing for a large number of individuals who must have been burdensome to society, while dragging out a miserable existence. The correctness of this statement may be judged from the fact, that there are upwards of one hundred and fifty residents within the walls besides several servants and attendants. Hence the tourist should descend to the Wharves, which for extent and solidity of construction are unequalled upon this Continent. The street fronting the river contains several blocks of most substantial warehouses and a few public edifices.—By no means should the stranger omit to visit the Basins of the Lachine Canal at the upper extremity of the wharves. This is one of those Public Works of which Montreal may well be proud. This costly canal was constructed for the purpose of evading the Lachine Rapids (already noticed) and uniting the Lake of St. Louis and the harbour at this city. There is a rise of about forty-six feet. The bridges and locks, built of stone from a quarry near the Indian village of Caughnawaga, are remarkable for solidity and elegance. These will admit sailing vessels of from six to eight hundred tons' burthen; and steamers of a larger class than any

now in use on the St. Lawrence may pass each other at any portion of the line. It is believed that no canal structure in the world exceeds in depth and breadth the Lachine for its length. There is in process of formation at Lachine a spacious harbour by means of running out an embankment of stone, "puddled" in the interior, several thousand feet into the Lake, and quarrying the granite bed of the river for the breadth of a hundred feet or more within the line of wall, so as to give vessels a clear channel into deep water, and a basin for small craft and rafts inside. The continuous alluvial bottom along the entire line, and the escarpment by which it is bounded, intimate that the main flood of the St. Lawrence in former times covered these parts.—It may be noted here that the wire of the Montreal and Troy Telegraph is carried across the St. Lawrence near the *chute* of the Lachine Rapids. The breadth of the river here is six thousand three hundred and eighty feet. The wire is supported on two masts, one hundred and fifty feet from the ground, erected on strong scaffolding in the middle of the river, the one on Alsopp's Island and the other on a submerged rock. Near the Upper Basin there has been recently erected a large flouring establishment, called the City Mills. It contains six runs of stones, and can manufacture from five to six hundred barrels of superfine flour per day. The Stores along this Basin are very commodious and capable of receiving a vast amount of produce. In returning along the wharves towards the Barracks, the stranger will pass the Custom-House, a small but handsome building occupying the centre of the Square to which it gives name. It is of the Tuscan order, and its fronts are surmounted by triangular pediments. Some idea may be formed of the amount of business done in the Customs here, from the statement that in 1847 one hundred and sixty-two vessels were entered, whose tonnage amounted to forty-one thousand eight hundred and eleven tons.—Proceeding a little northward in St. Paul Street, the stranger will come to the Hotel Dieu Nunnery, the church of which fronts this street. This was the first Religious House formed in the city, having been founded in 1644 by Madame de Bouillon. It is conducted by a superior and thirty-six nuns. Here the distressed poor of both sexes have for generations found an asylum.

An air of convenience and neatness pervades all the buildings belonging to this institution. Strangers wishful to see the interior of this, or any of the Nunneries, by making application for permission from the Lady Superior, seldom fail in having their wishes gratified.—A little northward along the River will be found the Bonsecours Market, which for spaciousness and conveniency in arrangements is not surpassed on this Continent. Its interior is worthy of a visit. This edifice cost upwards of £70,000.—In its close vicinity is the Church of Notre Dame de Bonsecours. It was founded in 1658, but in consequence of several obstacles was not finished till 1675. This was the first church built of stone in the island. In 1754 it was consumed by fire, and its re-erection was not completed till 1773. The foundress was the celebrated Marguerite Bourgeois, a native of Troyes in France. She came to Montreal in 1653, and, after a series of obstacles which would have daunted less benevolent minds, and the removal of which she accomplished by revisiting France and obtaining the authority of Government, she was enabled to complete this church, and to establish the Congregational Nunnery, already noticed. A little beyond is the Engine-house for forcing up from the River the water for the supply of the city. It is received into two reservoirs capable of containing about half a million of gallons.—A little farther on are situated the Commissariat Buildings and the Barracks, which from their situation are frequently distinguished as the Quebec Gate Barracks. Under the French this building belonged to a nunnery, but shortly after the conquest, was converted to its present purpose. These barracks were enlarged in 1822, and are capable of containing about one thousand troops. There are other, but not regular, barrack-buildings in this suburb and at the Cross, three miles below. On the beautiful island of St. Helen, which lies opposite and belongs to Government, are permanent barracks, an armoury, magazine, &c.—In returning to his hotel, the stranger may pass through Dalhousie Square, the west-side of which contains the Quarters of the Military Officers. On the south-west side has been recently erected a massive building of substantial workmanship, including the New Freemasons' Hall and the Theatre, which has been finished off in

style not surpassed on this Continent.—A few minutes' walk from the Parade will conduct the stranger to the Bishop's Church or rather Cathedral. It was erected in 1824, and is capable of containing three thousand persons. Montreal was erected into a Bishopric in 1836. J. J. Lartigue was first Roman Catholic Bishop of Montreal. Previously he was Suffragan of the Metropolitan Bishop of Quebec, under the title of Bishop of Telmesse. His successor is the present incumbent, the Right Rev. Ignace Bourget. In place of the Palace, which at present adjoins the Cathedral, contributions are being raised for erecting one on a larger and more imposing scale. In the rear stands the Nunnery of the Sisters of Charity.—The Jail is the chief public building towards the northern extremity of the city. It cost about £30,000. The building consists of three stories, and a fourth in the centre, besides the basement. This contains thirty-two cells for solitary confinement, and the kitchens, bath-rooms, &c. The first story contains the Magistrates' or Grand Jury-room, Instruction-room, &c., and sixty-four cells. Besides the Gaoler's and Matron's apartments, the second story contains fifty cells and three day-rooms for prisoners. The third story is entirely occupied by thirty-three bedrooms and three day-rooms for debtors. Female prisoners occupy the cells in the back-wings of each story. The chapel surmounts the centre of the third story. It is so constructed that five classes of prisoners, entering by separate stairs, can sit in view of the pulpit, and are prevented from seeing each other. Each of the three wings has a cistern capable of holding ten hundred and seventy-seven gallons. These three cisterns supply the whole establishment with water, and can be filled in forty minutes by means of a forcing-pump, worked by ten of the prisoners, although fixed nearly one hundred feet above the river. We believe that the establishment has not the benefit of a resident chaplain, and that there is an urgent call for improving the moral and religious instruction of the inmates. The present keeper, Mr. M'Ginn, is well entitled to favourable notice here in consideration of his zealous exertions to better the condition of the depraved and wretched indwellers.—In this direction lie the City Gas-works, the St. Mary Foundry, and the Rope Manufactory. Last year (1848) a New City Gas-work with

premises on an improved and extensive scale was erected in Griffintown suburb. An understanding has been recently brought about betwixt the stockholders of both companies. The Foundry is in particular noted for the manufacture of steam-boilers of the largest description. In the Ropery every description of cordage is manufactured by machinery on a patent method. The quantity of hemp consumed is about two hundred tons annually, giving employment to about forty hands. The Walk is twelve hundred feet long, three-fourths of which are two stories high. Russian hemp, imported from England, is used in these works. Hopes are entertained that the obstacles, which have discouraged the growth and manufacture of hemp in this Lower Province, will be ere long removed. Good judges have pronounced the soil and climate well adapted for its cultivation.—The first ships built in Montreal were constructed by Mr. David Munn about 1806 in the ship-yard at the Current St. Mary. According to Mr. Gould's statement, the yearly average of vessels built in the Province in 1825–6–7–8 was forty-six. The number after that period greatly decreased. In 1829 the yard became the property of Messrs. Shea & Merritt. Under the superintendence of the latter gentleman many large steamers and vessels have been built.—We may here briefly notice a few buildings in a cluster in the centre of the city; viz., the British and Canadian School, the Friars' School, the Free Church in Côté Street, the Scotch Secession Church and the Jews' Synagogue in Chenneville Street.—The British and Canadian School Society was instituted in 1822 for promoting the education of the young of the labouring classes of every persuasion. The building was finished in 1827, and is capable of containing about four hundred boys and two hundred and fifty girls. The attendance, however, since the disturbances in 1837–8 has averaged only about two hundred and fifty. The entrance to the class-rooms for each sex is at either extremity. The Friars' School is under the superintendence of the *Frères des Ecoles Chrétiennes*, and is attended by upwards of five hundred pupils, chiefly Canadian. Behind the school are the buildings occupied by the Friars, who number about twenty-five, and are distributed daily in superintending not only this central school, but those at the Bishop's or St. James's Church and the French Col-

lege.—The Synagogue is a fine specimen of the Egyptian style of architecture. It is substantially built, and the interior is very handsomely finished off. Mrs. Frances Michaels contributed £575 towards the defrayment of the expenses. It is the only Synagogue in British North America.—Amongst the Public Institutions we notice the University of M'Gill College, the High School, and the Baptist College. The first was endowed from funds arising from a valuable estate at the base of the Mountain (on part of which the buildings are erected) and the sum of £10,000, bequeathed in 1814 in trust to *The Royal Institution for the Advancement of Learning in Lower Canada* by the Hon. James M'Gill, an opulent merchant in this city. For several years the will was contested, so that the Governors, who were incorporated in 1821, did not obtain full possession of the property until 1828. No religious test is imposed upon professors or students. There are three terms, the fee for each of which is £3 6s 8d. At present the Medical Staff comprises one Professor, eight Lecturers, and a Demonstrator of Anatomy. The number of students in this department has been on the increase for some years past; and betwixt a dozen and a score graduate yearly. Besides a Professor of Classics there are Lecturers in Botany, Law, French, History and Logic, and Mathematics and Natural Philosophy. The attendance at present holds out better prospects. The Vice-Principal, the Registrar, &c., and the French Lecturer are resident within the College. It is to be hoped that this institution may ere long be rendered really beneficial to the youth of the Lower Province especially. The College occupies a delightful site, and, when completed according to the plans, will form an architectural ornament to the city.—The High School occupies an airy and commanding situation, a little to the south of New St. Andrew's Church. It was erected in 1845 through the laudable exertions of a number of citizens desirous of securing a liberal education for the youth of the middle and upper classes. It is to be hoped that an institution calculated to confer lasting benefits upon the community, and quite unsectarian in its Directory, internal management, and system of instruction, may receive due countenance and support. The attendance has averaged upwards of two hundred; but there is accom-

modation for four hundred. It is an elegant building, approaching the Tudor style of Architecture.—The Baptist College is a conspicuous edifice situated upon the most elevated ground within the southern part of the city. It can accommodate upwards of forty students with separate bedrooms and studies, besides day-scholars. It was erected at a cost of about £7,500, and was opened in 1846.—Among the Literary Institutions, that of the Natural History Society is particularly worthy of notice. It was founded in 1827 and incorporated in 1832. The building in Little St. James Street contains a Library and Museum. The former comprises a large number of important works on subjects of Natural History, and the latter a large collection of specimens of Natural objects and works of Art. The mineralogical specimens are of the finest description; the simple minerals, exclusive of those found in this country, amount to upwards of sixteen hundred. The Botanical Department exhibits a considerable collection of plants not only from Canada, but from the United States and Europe. The collections of Shells, Insects, and Reptiles are very creditable. The Ornithological collection contains nearly all the birds found in this part of the world, besides a large number of British birds and those of the Torrid Zone. There is a deficiency of Quadrupeds. The apartments are well worthy of a visit. In connection with the above Institution it is proper to mention that the members have for some winters past been in the habit of delivering a course of weekly Lectures, chiefly on scientific subjects, to which the public had free admission. It is matter of regret that these excellent lectures have not at all been countenanced in the degree to which their important and interesting character has entitled them.—The Mechanics' Institute, Mercantile Library Association, Shakspeare Club, and Canadian Institute have contributed essential service to the community by establishing each a weekly course of Lectures during the months of winter. These Lectures, for which the services of our most eminent professional gentlemen are brought into requisition, embrace a great diversity of subjects in literature and science, and expound views on almost every topic that may have engaged the public mind for any length of time. Moreover these Societies have established appropriate Libraries and (except the

Shakspeare Club) Reading-rooms well supplied with Provincial and British Newspapers and Periodicals. Some of them possess Museums. The Montreal Library, which was founded in 1796, and contained upwards of six thousand English Works and about two thousand French, was recently gifted to the Mercantile Library Association by the few remanent subscribers.—The Societies for benevolent and religious purposes are too numerous for notice here.—It has been elsewhere noticed that the Original Burying-ground occupied the present site of the Cathedral and other parts of the French Square. A large extent of ground has been appropriated as a Cemetery for Roman Catholics in the St. Antoine Suburbs. The Cemetery for the Protestant inhabitants was purchased in 1799, and is now in the centre of the city ; such has been the increase of population within half a century. Efforts have been made for some years, but hitherto ineffectually, for appropriating suitable grounds for an extensive cemetery in the vicinity.

No traveller, we hope, will think of leaving Montreal without gratifying himself with a drive round the Mountain, returning by the road between its two ridges. In the course of the drive from the N.W. to the village of Cote des Neiges, he will have a very extensive prospect of the Island of Montreal, that of Isle Jesus, and of the country lying beyond, as well as of the expanse of the Ottawa. As he emerges from the hollow, he has a beautiful panorama of the city with its suburbs, covering an area of above one thousand acres. For many miles above and below, his eyes view the wide St. Lawrence flowing majestically along, and range over a wide intervening landscape, terminating in the Mountains of Belœil and Rouville, Mount Johnson, the Green Mountains of Vermont, and those of New York State. As he descends, he will descry immediately below on the right a conspicuous mansion, surrounded by extensive gardens and orchards, which was formerly known as the *Chateau des Seigneurs de Montreal* from its belonging to the gentlemen of the Seminary. It is now generally called the *Priests' Farm*, as several acres of the adjoining land are cultivated as a farm for their benefit. In summer the Seminarists and the professors and pupils of the College resort hither weekly for recreation and refreshment. Till of late years

on such occasions a band of music, formed of amateurs of their own body, enlivened the procession as it went and returned.—Such tourists as feel the natural desire of seeing somewhat more of Canadian country life should avail themselves of the favourite drives to Longue Pointe, or across the Island to Sault aux Recollets on the Ottawa.

We shall now suppose the tourist on board one of the steamers that ply daily betwixt Montreal and Quebec, the ancient capital of Canada. He has now a good opportunity of inspecting the port, which altogether is one of the finest in the world. The quay extends crescent-like along the whole front of the city for nearly a mile, containing numerous basins and wharves for vessels of every size, and leaving ample space for the passage of almost countless cabs, *charrettes*, omnibuses, and trucks. A most substantial stone wall, about twelve feet high, the top of which is level with the front street, and guarded by a handsome cast-metal railing, bounds the entire quay. This wall in winter acts as a defence against the immense masses of ice, which are heaved frequently above the level of the street, on the occasion of *shoves* before the river *takes*, i. e. is so bridged over with ice that regular roads can be constructed, and an uninterrupted communication kept up, usually for upwards of three months, as upon *terra firma*. The wall, also, serves as a defence on the breaking-up of the winter. The river here runs at the rate of about six miles an hour, and is nearly two miles wide. The current between St. Helen's and the opposite shore, called St. Mary's Current, is so strong that steam-tugs are in constant requisition for towing vessels to the different basins.—We may here premise that the distance from Montreal to Quebec is one hundred and eighty miles, that the town of Three Rivers lies half way, and that above this town the banks vary from five to fifteen feet in height, while below it they gradually increase their elevation till they attain to some hundred feet within a few miles of Quebec. The intermediate country is on the whole well cultivated, and on either side is seen an uninterrupted succession of neat whitewashed cottages and of thriving villages at almost regular intervals, in which handsome churches with tin-covered spires are conspicuous. This dense succession of farm-houses along the shores is accounted for by the fact, that the *seigneurs*, to whom

grants of land were originally made, parcelled it out in such a manner that each *censitaire* or tenant might have a frontage upon the river, so desirable for a variety of purposes. In order to secure this partial benefit, each concession, instead of forming a compact square-like parcel of ground, extended longitudinally some two, three, or more miles backwards, and has introduced several anomalies and inconveniences in carrying on the farming operations. In this way the portion in front is under cultivation, while that in the rear is under pasturage, and frequently under brush-wood. The same system has obtained in the concessions of the early settlements on both sides of the St. Lawrence below Quebec. The *seigneuries* still retain the names of the *seigneurs* to whom the lands were originally granted; and the villages or parishes are called after the names of Saints.—Three miles below on the right bank lies Longueuil, originally the property of the Sieur of that name, and latterly of Baron Grant. Through this village passes the plank-road to Fort Chambly. The intervening country is highly favourable to the growth of grain and most other species of agricultural produce. The present handsome church occupies the site of the ancient fort of Longueuil, one of many formerly raised as barriers against the Iroquois nation. The ferry-boat here is from morning to evening frequented by passengers of every description, but especially by *habitans* conveying their produce to market and returning with purchases. A little above the landing-place is the terminus of the St. Lawrence and Atlantic Railroad, which was completed in December last (1848) as far as St. Hyacinthe, a distance of thirty miles. For an account of the country through which this portion of the Railroad passes, our reader is referred to the Appendix, as few travellers fail to avail themselves of the opportunity which the road affords of enjoying the extensive and romantic scenery of the Belœil Mountain, &c., within the space of a single day.—Three miles below on the left is the village of Longue Pointe, and three miles beyond is that of Pointe aux Trembles (or Aspen Point, so called from having been originally covered with aspens).—Nearly opposite is the considerable village of Boucherville. It was a portion of a grant to Sieur Boucher. In this place many families, still retaining some of the titles of the ancient *noblesse* of the coun-

try, have fixed their residence, and still exhibit much of the ceremony and etiquette that used to characterize the titled circles of the French nation. The better-looking houses of these residents form a strong contrast to the major part of those belonging to the other inhabitants.—Six miles downwards on the same side is the massive church of Varennes, which for imposing external appearance and interior decoration is unsurpassed in the landward districts. Its two spires form a conspicuous object, and on clear afternoons are distinctly seen from Montreal, from which it is fifteen miles distant. The Mineral Springs here are growing into some repute and attracting visitants during the warm weather. Shortly before reaching Varennes, *Bout de l'Isle* (*the End of the Island of Montreal*, being its northern extremity) is passed. Three miles beyond Varennes on the north shore is Repentigny, the first village after crossing from the Island. Beyond appear in succession on the north shore, at intervals of six miles, the villages of St. Sulpice, Lavaltrie, and Lanoraie. The extensive farms for many miles to the rear of these are in an advanced state of cultivation.—Ten miles beyond Lanoraie, but on the south shore, lies the town of Sorel, at the mouth of the river of the same name, which is also known by that of the Richelieu or Chambly. It is exactly forty-five miles from Montreal and halfway to Three Rivers. This town, which has a very pleasant situation, and possesses advantages for trade, is built on the site of a fort which was erected in 1665 as a defence against the incursions of the Indians. It received the name of Sorel from a captain of engineers, who superintended the construction. Its proper and legal name, however, is WILLIAM HENRY, after his late Majesty, William IV., who, having been much taken with its pleasant situation during a visit to Canada in the naval service of his country, the residents commemorated the circumstance by giving it this new name. It was regularly laid out about 1785 when some loyalists and disbanded soldiers settled in it, and to this day many old military servants of the Crown reside here. The streets intersect each other at right angles, and in the centre is Royal Square. The eight principal streets are named after different branches of the royal family. Here are several Government buildings, as a barrack, block-house, hospital, &c., in

consequence of some companies of troops being usually stationed here from its important position in commanding the communication between Lake Champlain and the St. Lawrence. The Commander of the Forces occupies the Government-cottage, as it is called. The population amounts to about two thousand five hundred. The houses, though generally constructed of wood, are substantial. The Protestant and Catholic churches are of stone. On the opposite shore of the Richelieu are excellent accommodations for ship-building, in which vessels of large tonnage used to be constructed. This branch of trade, however, has not been pursued to the extent that might have been expected. Here most of the Montreal steamers are laid up for the winter.—A few miles below William Henry the St. Lawrence widens into its last expansion, called Lake St. Peter. It is about twenty-five miles long, and from five to ten in width. Its upper extremity for about nine miles is studded with numerous islands, some affording excellent pasturage, and others still covered with tall primeval trees. Some of the group belong to Government. On approaching the Lake the stranger can descry, overtopping the islands, the church-spire of Berthier, a village pleasantly situated on the North Channel of the River. From being midway between Montreal and Three Rivers in the direct route of the stages established on the plan of those in the Mother Country between the Capital and Quebec, and from having well furnished stores for the supply of the neighbouring populous seigniories, it has become a place of considerable resort and traffic. Hence large quantities of grain are annually exported. From its flat situation much damage has been sometimes caused to the basements of the houses and goods in the stores by the melting of the snow and ice in spring. So great has the rise been that it has been necessary to remove large quantities of grain to the upper stories of granaries in order to preserve it from injury. A similar inconvenience happens at Vercheres on the south side. The banks on either side of the Lake are very low, and shoals stretch from them to a considerable distance, so that there is but a narrow passage for shipping from two to three fathoms in depth. This intricate channel is marked off by poles and other beacons. Large sums of money have been expended by

the Legislature from year to year in attempts to deepen the channel to the requisite depth for vessels of large tonnage, but from the shifting nature of the bed, or injudicious management, or some other cause, the results have been hitherto unsatisfactory.—On passing the group of islands we leave the District of Montreal and enter that of Three Rivers. Three considerable rivers, the Yamaska, St. Francis, and Nicolet, flow at equal intervals into the Lake on the south shore. The St. Francis issues from a lake of the same name, and after a course of upwards of a hundred miles reaches the Lake. Near its mouth are several islands, the largest of which is four miles long, is well settled, and contains a church and parsonage-house. There is an Indian village on the east side of the river. The settlement comprises thirty-seven acres. These Indians are of the Abenakis tribe, and subsist by raising in a very indifferent manner a little Indian corn and potatoes, and rearing a few pigs and poultry. To these means they add a little by fishing, and by hunting during the winter. They are chiefly Roman Catholics, and on that account the Government supports a Roman Catholic Missionary. A Methodist Missionary has recently resided amongst them, and a few families adhere to him. They number about three hundred. A few miles from the mouth of the last is Nicolet, near which is a College on an enlarged scale, founded about the beginning of this century, and maintained in its infancy by the liberality of the Roman Catholic Bishop of Quebec.—After passing Port St. Francis, where passengers land for the Eastern Townships, the River soon resumes its usual breadth.—The town of Trois Rivières or THREE RIVERS is pleasantly situated on the west side of the St. Maurice, at its confluence with the St. Lawrence. Two small islands in the mouth of the St. Maurice give the appearance of *three* distinct rivers, and hence originated the name. It is one of the oldest places in Canada, having been begun in 1618 by some French colonists, with the view of making it a depot whence the fur-trade might be carried on with the Indians to the northward; but Montreal, being found a more convenient station, became the main emporium for this traffic. On this account the town made little progress till the year 1737, when the establishment of a Foundry at St. Maurice, eight miles in rear of the town, con-

tributed somewhat to its improvement. At the conquest of the Province the right of the French king devolved on His Britannic Majesty, and the Forges were leased to private persons who worked them with success. More recently they have passed into the hands of the Honble. James Ferrier, lately Mayor of Montreal, an enterprising citizen. The Foundry, by means of furnaces, forges, smelting-houses, and workshops, manufactures stoves of every description, large caldrons or kettles for pot-ashes, machinery for mills, wheels for rail road-cars, lamp-posts, &c., &c. Large quantities of pig and bar iron are exported. Upwards of three hundred men are employed, and their dwellings present the appearance of a small village. The manager is a Scotchman: the pattern-makers, moulders, and other workmen are Canadians. The ore which is abundant, is equal to the best Swedish. It is singular that hitherto there has not been found in either province sand suitable for the purpose of casting iron. For this reason the proprietors import from Britain what they use in this operation. The stoves manufactured here are preferred by the *habitans* to those of any other manufacture. Peltry in small quantities is still brought by the Indians, and received by the Agents of the Hudson's Bay Company. The site of the town and vicinity is flat and sandy. The wharfage is good, admitting ships of large tonnage close to it. The streets are narrow, of which the principal one, Notre Dame, runs the whole length of the town, nearly parallel with the River. The Ursuline Convent was founded in 1677 by the then Bishop of Quebec. It has a Superior and twenty-four nuns. The original building was destroyed by fire in 1806, but, from the high estimation in which the Ursulines were held, it was rebuilt and re-occupied in 1808. A decided improvement in the construction of private residences has taken place. The court-house, gaol, barracks, and churches are substantial buildings of stone. In this town there are about one hundred of the Algonquin tribe of Indians in a state of great poverty. On the St. Maurice there are nearly as many of the Tête de Boule tribe in a similar condition. Three Rivers has a population of upwards of five thousand, and sends a member to the Legislative Assembly. We beg to refer the tourist to the Appendix for an account of the scenery of the St. Maurice and in particular of that of

the Falls of the Shewinagam and Grande Mère.—Nearly opposite to Three Rivers, the Becancour, after a course of about seventy miles, joins the St. Lawrence. A little above the village of Becancour, which lies to the east, is a settlement of Abenaguais Indians, occupying a few acres of land and three islands. They only amount to about one hundred, and in their customs and occupations are quite similar to those at St. Francis.—A few miles below on the left bank is Batiscan, at the mouth of the river of that name. Six miles up on its east side is a foundry of the same description with that on the St. Maurice, but on a much smaller scale. It is the property of several individuals. It is proper to remark that, without almost a single exception, the numerous tributaries of the St. Lawrence from the top of Lake St. Peter to Quebec are rendered unnavigable on account of falls and rapids. These tributaries used to be crossed by means of canoes and scows kept by ferry-men at a somewhat high charge for the transport of passengers, carriages, &c. Of late years, however, a great improvement has taken place in this respect, as the post-road is now generally continued across these ancient ferries by means of the substantial wooden bridges that have been constructed.—The village of Ste. Anne next appears on the same side, to the east of the river of that name. Here the large District of Quebec commences on both sides of the St. Lawrence.—The steamer is now approaching the Richelieu Rapids, which extend for upwards of eight miles. These are about equally distant between Three Rivers and Quebec. Here the channel is so contracted that the navigation is rendered very hazardous except at particular periods of the tide. During this passage may frequently be seen a considerable fleet of vessels of various classes lying at the mouth of the Portneuf, for the purpose of receiving freights of flour and timber from the extensive grist and saw-mills beautifully situated in a hollow near the main road. During low water, vessels, in passing up and down, usually anchor here. In this way Portneuf presents a bustling appearance.—Eastwards the banks gradually increase in elevation until at Cap Santé they are one hundred and fifty feet above the River. The Church, standing on the point of the Cape, cannot fail to attract the stranger's notice. This Church, with its three spires, is distin-

guishable at a great distance, and serves as a land-mark to pilots going down the River. The Cape is about thirty miles from Quebec. From Cap Santé a large shoal, called *Batture du Cap Santé*, stretches nearly to the entrance of the Jacques Cartier. It is thickly beset with rocks uncovered at low water. It is almost superfluous to remind the reader, that the river just mentioned has derived its name from the famous navigator who first examined the St. Lawrence, and secured his vessels at the entrance of this river during the winter of 1536. This river, from the precipitous nature of the ground over which it passes, has so impetuous a course that, where the main road passes the ferry near the St. Lawrence, the boats used to be traversed from side to side by means of hawsers stretched from one side to the other. It has now, however, a splendid bridge thrown across. In its course it approaches within sixteen miles of Quebec, and in a military point of view has been regarded as a powerful natural barrier, and may be termed one of the out-works to the city and environs of Quebec. Indeed the French, when expelled from Quebec in 1759, retired behind this river, and hastily threw up works, under the impression that they could remain in safety for a time from the molestation of their conquerors.—The village of Pointe aux Trembles, on the left bank and about twenty miles from Quebec, is pleasantly situated on the projecting point of that name. In it is a convent conducted by Sisters of the Congregation of Quebec. Many of the inhabitants are industrious and in competency. The amphitheatre behind presents a pleasing *coup d'œil* of farms cultivated to the summits of the hills, and of substantial farm-houses amidst extensive gardens and orchards.—From the Point nearly to the Seignior of Desmaure or St. Augustin stretches a shoal, called *La Batture de la Pointe aux Trembles*, having numerous rocks uncovered at low water. Between Pointe aux Trembles and Cap Rosier may be seen near the shore the ruins of the first Roman Catholic Chapel built in Canada. A little below is seen Cap Rouge, which is about eight miles distant from Quebec. The Riviere du Cap Rouge feels the abstraction of the ebb of the St. Lawrence so strongly, that at low water its bed is nearly dry, and can be easily crossed without the assistance of the ferry-boat.

At high water, boats of considerable burthen can ascend as high as the mill, about three-quarters of a mile from the St. Lawrence ; and a handsome bridge has recently been erected by the Board of Works. In the vicinity of the Cap the main road ascends a steep acclivity, of which travellers seldom fail to feel the effects, particularly in summer. On passing the Cap the Citadel of Quebec comes in view, presenting a sight at once grand and interesting from the natural beauty of its position and the historical associations with which it is connected.—On the southern shore will be seen, near the mouth of the Chaudière, New Liverpool Cove, which has been found a convenient situation for constructing and repairing ships. A little below is Pointe des Peres, whence there is a ferry to Quebec.—Soon Wolfe's Cove is passed, and the steamer rapidly approaches the wharf, passing through a dense line of British shipping, moored beneath the tower-crowned heights of Cape Diamond.—The steamers plying between Quebec and Montreal are of a very superior kind, and commanded by experienced and well informed captains. During the summer months, two of these boats generally leave Montreal at six o'clock, P. M., arriving at Quebec at from four to five o'clock next morning, while the upward boats leave Quebec an hour earlier, say at five o'clock, P. M, in order to make up for the difference in time caused by the downward current, and arrive in Montreal generally at from five to six o'clock, A. M.

QUEBEC

is situated in $46^{\circ} 49'$ N. and $71^{\circ} 15'$ W. Thus its latitude nearly coincides with that of Geneva in Switzerland. It was founded in 1608 by the celebrated Champlain, Geographer to the King of France, on the site of an Indian village, called *Stadacona*, a name which in the Algonquin language is said to denote "The Place of a Strait," and most appropriately expresses the situation. Its Huron name of *Tiatontarili* is said to imply the same. Charlevoix says that the name is derived from the Algonquin word *Que*, which signifies a *strait*. Some, however, contend that the name is derived from the Normans, the first part, *Que*, being undoubtedly French, and the second, *bec*, being uniformly applied by them to any lofty promontory or cape. Cartier's pilot is said to have exclaimed in Nor-

man French, when he saw the cape, "Que bee?" What a beak! Moreover, many regard *Quebec* as a likely corruption or slight variation of the latter division of *Cabircoubat*, the name which the Indians gave to the River St. Charles, denoting *Winding River*. Champlain chose the point where the St. Charles flows into the St. Lawrence, as the spot for his first settlement. The reflection is calculated to surprise us, that the Great River, or the St. Lawrence, (as the Gulf below was called in honour of the Saint, whose festival is celebrated on the tenth of August, the day on which it was entered,) should have been discovered in 1535, and that for nearly seventy years the French settlers continued to disperse themselves over various parts of the sea-coast or on islands in the Gulf, before a site was selected for the foundation of a town, destined ere long to be the metropolis of New France. The progress of the young city was undoubtedly much impeded by an impolitic step of Champlain and the new settlers. The neighbouring nations of the Algonquins and Iroquois were at this period on hostile terms. The French took part with the Algonquins, and thus excited the hatred of the powerful Iroquois. Hence the colony was involved in a destructive and tedious war; and it was necessary to defend Quebec against the implacable enemy with fortifications, certainly of a very rude description. In 1629 it fell into the hands of the English, but was restored in 1632. In 1663 the colony became a royal government, and Quebec the capital. In 1690 the English made an unsuccessful attempt to reconquer it. In that year it was fortified in a regular manner by works of stone according to the rules of art. From that period its increase was gradual till it fell into the hands of the English under General Wolfe in 1759, when the population was estimated at between eight and nine thousand. The site of Quebec may be described as a triangle, whose base is formed by the *Banlieu* line, and the sides by the St. Lawrence and St. Charles, the point at their confluence answering to the apex. The Lower Town includes all underneath the cliff, from the spot where the *Banlieu* line strikes the St. Lawrence on the South to the King's Woodyard on the St. Charles towards the North. The suburb of St. Roch is beyond the woodyard. The St. Lawrence is believed to be the river farthest naviga-

ble for vessels of a large size in the world. From its mouth in the Gulf to Quebec is three hundred and sixty miles, and European vessels ascend to Montreal, which is one hundred and eighty miles higher up. The river is about a mile in breadth in front of the city, and about thirty fathoms (one hundred and eighty feet) in depth. Good anchorage is everywhere found.—We would recommend the stranger, as soon as he finds himself in readiness to proceed from his lodgings for the purpose of enjoying the scenery of Quebec and its environs, to visit in the first place the Citadel, and place himself near to the flag staff. His interest will be more correctly gratified, if he be accompanied by an individual conversant with the surrounding localities and their associations. The Citadel, which surmounts the summit of Cape Diamond, is three hundred and fifty feet above the River, and includes about forty acres. This fortress, admitted as unequalled by any military work on this Continent, and as second to few of the most celebrated fortresses in the Old World, has been frequently and appropriately called the “Gibraltar of America.” Hence is commanded a *coup d’œil*, which American and European travellers have pronounced unsurpassed in the New and Old Worlds. The view embraces the opposite banks of the majestic river for forty miles up and down, backed by extensive plains receding to lofty mountains in the distance, the Island of Orleans between its shores, and on either hand the lively village of Pointe Levy and that of Beauport, whilst the Great River and the St. Charles unite in forming the magnificent basin, on whose bosom vessels of every size are continually floating. Here the position of the City, on the tongue of land formed by these two rivers, is well seen. The Cape is composed of dark-coloured slate, in which are found in veins quartz crystals, sparkling like diamonds, and hence arose the name of Cape Diamond. A walk along the ramparts above the Esplanade is a delightful promenade. Hence the eyes rest on the small group of hills, forming the portal to the wilds which are trodden only by the feet of the Indian hunters as far as Hudson’s Bay. It is worthy of remark here, that the lower range of mountains seen from Quebec is the boundary to civilization in this direction. The St. Charles is seen to most advantage at sun set, when its shores, studded with

white buildings, are illuminated by his declining rays, as they momentarily rest on the chain of hills above the beautiful Val Cartier. —The Obelisk to the memory of Wolfe and Montcalm stands on the Promenade between the gardens attached to the Castle. Lord Dalhousie, Governor General, originated the erection of this monument, and contributed handsomely to its subscription. Captain Young, of the 79th Highlanders, prepared the design. For the sake of those who do not understand the Latin language, we subjoin a translation of the two inscriptions. "This monumental stone to the memory of the illustrious men, Wolfe and Montcalm, was laid by George, Earl of Dalhousie, Governor-in-Chief over all the British Provinces in North America; a work neglected for many years (what is there more worthy of a gallant general?) he promoted by his influence, encouraged by his example, and favoured by his munificence. 15th November, 1827. George IV. reigning King of Great Britain." "Military prowess gave them a common death, History, a common fame, Posterity, a common monument. In the year of our Lord 1827." It is not devoid of interest to record here, that, when the foundation-stone of this monument was laid in presence of his Excellency, the Governor-in-Chief, the Lord Bishop of Quebec, the Chief Justice, the Committee of Superintendence, and a large assemblage of Ladies and Gentlemen, the ceremony derived a peculiar interest from the presence of Mr. James Thompson, one of the few survivors (supposed to be the sole one in Canada) of the gallant army, that served under Wolfe on the memorable 13th of September, 1759. This veteran, then in his 95th year, walked with the party that accompanied the Earl, and leaned on the arm of the officer, whose chaste and appropriate design for the monument was adopted. The venerable mason, having been called upon by the Governor to assist in the ceremony, with a firm hand gave the three mystic strokes with the mallet on the stone. He has since paid the debt of nature, having died on the 25th of August, 1830, in the 98th year of his age. He was for a long time Overseer of Works in the Engineer Department of the Garrison. He was born at Tain, the county-town of Ross-shire in Scotland; and, having come to this country in

General Wolfe's army, was at the capture of Louisburg in Cape Breton Island, and in the unsuccessful affair near Montmorenci Falls. He also took part in the defence of Quebec against the attacks of the American Generals, Arnold and Montgomery, in 1775. When his remains were conveyed to the grave with military honours, the band and firing party were furnished by the 15th Regiment, the senior corps in garrison, which by a singular coincidence happened to be one of those which formed the army under General Wolfe.—The traveller might now descend through the Place d'Armes to the Seminary Gardens. The English or Protestant Cathedral is one of the handsomest modern edifices in the City. It was consecrated in 1804. The communion plate is very magnificent, and was presented by King George the Third. He also presented the books for Divine service—the altar-cloth, &c. There is a principal entrance at each end, approached by a flight of steps. The spire, which is one hundred and fifty-two feet above the ground, and covered with tin, from the church standing on nearly the highest ground in the city, is a very conspicuous object at a great distance. Within is erected a handsome monument of white marble to the memory of the late Dr. Mountain, first Bishop of Quebec, who procured the erection of the building. Beneath the altar are interred the remains of the Duke of Richmond, Governor-General of these Provinces, who died of hydrophobia in August, 1819. A few other handsome monuments adorn the walls. On the north side of the Church, there stood, since Quebec was a city, a huge elm-tree, one of the aborigines of the forest. It was blown down during a squall some three or four years ago. Within the enclosure has recently been erected the Rectory, in which his Lordship the Bishop of Montreal resides; a small chapel is attached. There are besides four chapels of the Church of England within the Parish of Quebec, viz.—that of the Holy Trinity, St. Matthew's or the Free Chapel, St. Paul's or the Mariner's Chapel, and St. Peter's. The Church and Convent of the Recollets or Franciscans were formerly situated near this spot, having been destroyed by fire in 1796. On a part of their grounds the Church stands. This order is now extinct in Canada.—The Court-house, which is a large modern structure of stone, contains on the ground-floor apartments

for holding the Quarter-Sessions and other inferior Courts, offices of Clerks of the different Courts, &c. &c. Above there is a spacious chamber, in which are held the Courts of Queen's Bench and Common Pleas, the Court of Appeals, and the Admiralty Court. There are also offices for the High Sheriff and other magistrates, and a room for occasional Militia Courts-martial. It occupies, like the English Church, part of the site on which stood a monastery and church of the Recollets, which were destroyed by fire in 1796.—We shall now briefly allude to such public edifices as seem worthy of notice from their antiquity or interesting associations.—The Castle of St. Louis was built shortly after the city was fortified with solid works, and comprised four acres, once fortified; but the great extension of the works rendered the walls superfluous, and they were allowed to go to decay. Here was the residence of the Representative of the Crown, while Quebec continued the Seat of Government. The Castle was entirely consumed by fire in 1834.—The chief religious edifice is the Roman Catholic Cathedral. It was built under the auspices of the first Bishop of Quebec, and was consecrated in 1666 under the title of the *Immaculate Conception*. It is two hundred and sixteen feet long by one hundred and eighty in breadth, and stands on ground belonging to the *Fabrique*, or Church land. It is divided into a nave and two aisles. At the upper end of the former is the grand altar; and in the side aisles are four chapels, dedicated to different saints. It is dedicated to Notre Dame de Victoire, and can accommodate about four thousand persons.—Adjoining stands the Seminary, forming three sides of a square, and occupying with its attached buildings a large space of ground. It was founded and endowed in 1663 by Monseigneur de Laval de Montmorency, first Bishop of Canada. During his life-time the buildings were twice burnt to the ground. Having resigned his Bishopric, he passed the last twenty years of his life within the Seminary. This institution was originally intended for the instruction of the Catholic Clergy exclusively. The early regulations have long ago been set aside; and students of the Catholic persuasion, intended for any profession, are instructed in the different branches of literary and scientific knowledge, on paying the trifling sum of 5s. annually for defraying

incidental expenses. Pupils are boarded at the very moderate charge of £12 10s. yearly. The establishment is divided into two branches, distinguished as the Grand and Petit Seminaire. The course includes Latin and French, Mathematics, Belles-lettres, Moral and Natural Philosophy, Astronomy, Chemistry, Drawing Music, &c. &c. Besides the requisite domestic apartments, such as dormitories, refectories, &c., it contains halls for the senior and junior classes, and residences for the Superior, Directors, Professors, and different masters. These incumbents receive no emoluments, as they consecrate themselves *gratuitously* to their arduous labours. The Institution only guarantees "food and raiment" in sickness and health. The annual exhibitions are most interesting, and are attended by crowds of the respectable citizens, and parents and guardians of pupils from a distance. The Catholic Bishop has his residence within the Seminary. In the Bishop's ante-chamber are suspended the portraits of his twelve predecessors. The chapel contains the best collection of paintings, (by eminent masters of the French School) in this country. The Library contains upwards of nine thousand volumes; and there is a valuable collection of philosophical instruments, besides fossils, minerals, Indian curiosities, &c. &c. —The Ursuline Convent, and Church of St. Ursula, are neat structures, surrounded by large productive gardens. This establishment was founded in 1639 by Madame de la Peltrie, for the purpose of extending the benefits of education to the young females of the Colony. Pupils have resorted thither from the United States, Nova Scotia, and Prince Edward's Island. At present (1849) three hundred and sixty-eight are receiving a superior education. It contains a Superior, fifty Nuns, and six novices, who give instruction in reading, writing, and needle-work. They are very assiduous in embroidery and other ornamental works, especially for ecclesiastical vestments. Considerable prices are obtained for their fancy-work, and by this means and the produce of the gardens the revenue of the community is increased. The Convent has been twice destroyed by fire, a calamity from which few buildings of long standing in this city have escaped. This occurred in 1650 and 1686. It is worthy of honourable notice, that on both occasions the unfortunate

outcasts, to the number of fourteen and twenty-five respectively, were most hospitably sheltered for the space of three weeks under the roof of the *Hospitalières*, or Nuns of the Hotel Dieu. Within the precincts of the Convent are interred the remains of the gallant Marquis de Montcalm, who was mortally wounded in the eventful battle on the Plains of Abraham in 1759. Lord Aylmer, Governor-in-Chief, caused a marble slab with an appropriate inscription to be erected to his memory in the Chapel. The Chapel contains about a dozen paintings which may be examined on application to the Chaplain. Those within the Convent are not open to the public. This establishment is usually visited by strangers, who, on making application to the Roman Catholic Bishop, will receive the necessary introduction or permission.—On the arrival of some of the Jesuits in Canada in 1635, they erected a suitable habitation, the destruction of which a few years afterwards made way for their spacious Monastery. It was forfeited on the suppression of that order, and at the conquest was regarded as Crown property. It was formerly surrounded by extensive gardens, which were then destroyed and converted into a place of exercise for the troops. The citizens with much regret saw felled to the ground the stately trees, yet untouched by decay, that had been the primeval tenants of the site at the foundation of the city.—The elegant building denominated the Bishop's Palace, standing on an elevated spot, is very conspicuous, and originally had a chapel connected therewith. The Bishop having accepted an annuity in lieu of it, the Government fitted it up for the accommodation of the two branches of the Legislature, by whom it continued to be used until the removal of the Seat of Government.—The Quebec Library, a valuable collection of books numbering upwards of six thousand volumes, is also in this building. It was founded in 1779 during the administration of General Haldimand, who liberally contributed one hundred volumes of valuable works towards its formation. This building contains the Museum of the Literary and Historical Society, which was founded in 1824, and united in 1829 to that for the Promotion of Arts and Sciences. The Mineralogical and Botanical collections are said to be valuable. The apartments are open to the public

daily from 1 to 3, P. M.—About 1803 a joint-stock company erected a very handsome building, with the view of supplying the city with a hotel somewhat in the commodious style of the neighbouring States. It was called the St. George Hotel. The speculation, however, having turned out unremunerative, it was sold to the late Chief-Justice, Sewell, and thereafter leased to Government for £500 annually for the use of the chief Civil Departments ; but since the removal of the Seat of Government to Montreal, it has again been converted into a hotel, bearing the above mentioned name. The Artillery Barracks, which form a range of stone buildings upwards of five hundred feet in length, roughly constructed, but very substantial and well arranged, were erected before 1750 for the accommodation of troops by which the garrison was re-inforced, and were then distinguished as the *Casernes Nouvelles*. Besides quartering the artillerymen, they contain an ordnance-office, storehouses, workshops, and an armoury. The armoury, which occupies several apartments, contains, in a state of complete repair and readiness for immediate use, small arms of every description, sufficient for the equipment of twenty thousand men. The admiration of strangers is excited by the fanciful coup d'œil, which is presented by the display of the arms in various designs and emblematical devices.—The Gold Dog is an object whose historical associations induce the stranger to pay it a visit. It is the figure of a dog, rudely sculptured in relievo, and richly gilded, over the door of the Post Office. This house was built by a Mons. Philibert, who had formerly been a merchant in Bordeaux, and who came to Quebec in 1712 in the time of Bigot, the last Intendant under the French Government. This intendant's drafts on the Treasury were so exorbitant, that one of the Queens of France is said to have archly enquired “whether the walls of Quebec were built of gold ?” It is recorded that Bigot and Philibert were on very bad terms—that the latter, knowing well that it was in vain to seek redress in the Colony, and having determined to prefer at some future period his complaint in France, contented himself with placing in front of his house, the figure of a dog lying down, and gnawing a bone, with the following lines in allusion to his situation with his powerful enemy :

"Je suis un chien qui ronge l'os,
En le rongéant je prends mon repos.
Un tems viendra, qui n'est pas venu,
Que je mordrai qui m'aura mordu."

Bigot readily understood this allegorical language, and easily found an instrument to avenge the insult. As Philibert was descending the Lower Town Hill, he received through his back the sword of an officer of the garrison as the reward of his verse. The assassin was permitted to leave the Colony unmolested, and was transferred to a regiment stationed in the East Indies, whither he was pursued by a brother of the deceased, who had first sought him in Canada, having arrived here to settle his brother's affairs. The parties are said to have met in a public street of Pondicherry, where the assassin, after a severe conflict, died by the sword of his antagonist, and met a more honourable fate than his crime deserved.—Among public places in the Upper Town we may mention Durham Terrace, and the Esplanade, which is the chief theatre for military exercises. A little to the west of Hope-Gate stands the building once occupied by the brave Marquis de Montcalm, now divided into three private residences. It is only remarkable now as having been the residence of the French General whose fame has been perpetuated with that of his antagonist Wolfe.

In St. Anne's Street is St. Andrew's Church in connexion with the Scotch Establishment. A regularly ordained clergyman of that Church is believed to have officiated to the Presbyterians of that persuasion since the conquest in 1759. It is ascertained that "an apartment was assigned by the King's Representative in the Jesuits' College as a place of worship for the members of the Scotch Church" previously to 1767, and was occupied as such without interruption till 1807, when Colonel Brock, Commandant, requested the congregation to remove on the shortest notice, as it was found necessary to appropriate the apartment to the accommodation of the troops. In November the congregation removed to the lower room of the Court-House. In November of 1808, his Excellency, Governor Craig, granted the lot of ground on which the present Church now stands. It was opened in November, 1810, by the late Rev.

Dr. Spark, who died in 1819. In 1821 it was found inadequate for the accommodation of the members, when the Earl of Dalhousie was pleased to grant an additional space of ground, on which the presently enlarged church, which was completed in 1824, and a comfortable manse for the Minister, now stand. The Church accommodates thirteen hundred sitters.—In St. Francis Street stands St. John's Church, previously a Congregational Chapel. It was erected in 1816. In 1830 the Congregation, having conformed to the doctrine, discipline, and laws of the Church of Scotland, received the ministrations of a regularly ordained clergyman of that church. At the disruption of the Scottish Establishment, a majority of the Congregation connected themselves with the Free Church of Scotland.—The Wesleyan Methodists have two Chapels, one in St. Anne Street, and the other in St. Louis Suburb, called the "Centenary Chapel".

The Lower Town extends along the base of the precipice on the summit of which the Upper Town is built. The site is almost entirely the creation of human industry, having been gained by excavation from the base of the precipice, or redeemed from the River by building out into its waters. The towns are connected by Mountain Street, which was formerly almost impassable for carriages. Foot passengers avail themselves of the shorter passage, popularly known as the *Break-neck Stairs*. The wharves are very extensive, and are generally carried out upwards of two hundred yards into the River. The Chapel (*Secoursale*, i. e. in aid of the Parish Church,) standing in the Square, is of great antiquity, as it was built and used as a church before 1690. In that year Sir Wm Phipps in attempting to capture Quebec was defeated; and the *Fête of Notre Dame de Victoire* was instituted for annual celebration in this church on the 7th of October. After the shipwreck of the English fleet in 1711, which was regarded by the inhabitants not only as a second victory but as a miraculous interposition in their favour, the church received its present name of *Notre Dame des Victoires*, that both events might be commemorated at once.—We may here notice the other Roman Catholic Churches, viz. that of the Congregation, on the hill leading from the Esplanade and St.

John's Gate, and that in the populous suburb of St. Roch. The former is perfectly plain in the interior, while the latter is well finished and has several paintings. Among them is one of Bishop Plessis, a great benefactor to this Church.—Another is also in course of erection in St. John's Suburbs, equal in size to the Cathedral.—St. Patrick's occupies an area of one hundred and thirty-six by fifty-two feet. Its corner-stone was laid in the fall of 1831, and was opened for religious service on the first Sabbath of July, 1833. The steeple is well proportioned, and stands one hundred and twenty feet from the ground to the ball supporting the cross. The interior is calculated to strike the beholder with religious awe and admiration.—The Quebec Exchange dates its first institution in 1817. In 1822 it was removed from the house in St. Peter Street, in which it was established, to a handsome room in the new building erected by the Fire Assurance Company. The present commodious edifice of cut stone was erected in 1828-9, and has answered the sanguine expectations of the Proprietors. The second-floor is "where the merchants most do congregate", and is devoted to the Reading-room, which is admirably conducted; the upper part contains the rooms of the Board of Trade, and the Telegraph Office. The Quebec Bank, which was established in 1818 and incorporated in 1822, occupies the lower story of the handsome edifice built by the Quebec Fire Assurance Company, whose office is on the second story.—In this part of the Lower Town are the Branch Agencies of the Bank of Montreal, Bank of British North America, and Montreal City Bank.—The King's Wharf, which is appropriated to the purposes of Government, has on it extensive stores belonging to the Commissariat Department, which were erected in 1821. Here land and embark the officers of the Army and Navy, the troops, &c.—The building formerly used as a Custom House adjoins on the west. Nearly opposite to this there anciently stood a barrier, where the two ways diverge, one to the steps leading to the Upper Town, and the other to the Harbour. Near this spot the American General, Montgomery, and other officers, were killed during a daring attack upon the Lower Town by the discharge of a

cannon on the 31st of December, 1775.—At some distance beyond, (about two miles) is Wolfe's Cove, where that intrepid leader succeeded in ascending the Cliff, and in forming his army in battle-array on the Plains of Abraham.—The Marine Hospital was erected for the reception of sailors and others landing in Quebec afflicted with disease. It is supported by a tax of one penny a ton levied on each vessel arriving from Sea, and a proportion of the tax upon Emigration. It stands on the Little River St. Charles, nearly opposite to the spot where Jacques Cartier first wintered in 1535. The ceremony of laying the first stone was performed by Lord Aylmer, Governor-in-Chief, in May, 1832. It was opened in July, 1834. Its estimated cost was £22,000. The exterior is of the Ionic order; and the proportions are taken from the Temple of the Muses on the Ilissus near Athens. The first story contains Catholic and Protestant Chapels with apartments for the officiating Ministers, apartments for Housekeeper, Steward, and Nurses, wards for sixty patients, besides two kitchens, store-rooms, baths, &c. The principal story contains the large Entrance Hall, apartments for the Medical Officers, their Examining Rooms, and Operating Theatres, besides a Museum, and accommodation for sixty-eight patients. The third story contains apartments for the chief nurses, and wards for one hundred and forty patients. The upper story is appropriated as a Lying-in-Hospital for thirty-four patients. The attics will contain sixty; so that there is accommodation for three hundred and sixty-two persons. Each story is supplied with cold, hot, and vapour baths. In the basement are cellars, kitchens, laundry, &c. The entire premises contain an area of about six acres, laid out in gardens and promenade grounds for convalescents.—In the month of May and June of 1845, at an exact interval of four weeks, the city was visited by two most calamitous fires. So rapid and extensive was the destruction that nearly one third of the population was rendered houseless, and the entire suburb of St. Roch reduced to ashes. About sixteen hundred buildings, of which twelve hundred were dwellings, were destroyed. The total loss was estimated at £875,000, of which about £125,000 was insured. About forty lives were lost. This awful conflagration was arrested mainly

through the noble exertions of the 43rd and 89th Regiments, then composing the Garrison, and of part of the Royal Artillery. The appeals of the Committee of the Quebec Relief Fund were nobly responded to, not only by the Mother Country and the Sister Provinces, but by the Colonies generally and by the United States. A sum, amounting, we believe, to nearly £100,000, was thus raised, and the sufferers were enabled to rebuild their houses in many instances in a more substantial manner than before. The Corporation enjoined the use of bricks and stone instead of wood for the walls, and of tin instead of shingles for the roofs.—We may notice here a few things that could not be properly introduced elsewhere. The city was incorporated in 1832, and for municipal purposes is divided into six wards. Each ward is represented by two members of the Council, from whom the Mayor is annually chosen. There are six Aldermen, and the following standing Committees, for By-laws, Elections, Finance, Fire, Markets, Police (including Lighting and Watching), Public Health, and Roads. The Court of King's Bench for the Quebec District comprises one Chief Justice and three Puisné Judges. The Criminal Court sits for ten days in March and September. The Superior Court sits four times a year for twenty days each time. The District Court has jurisdiction in cases over £6 5s to £20 sterling. The Division Court has jurisdiction in cases to the amount of £6 5s sterling. Each of the Districts of Gaspé and St. Francis has a Provincial Judge, and that of Three Rivers a Resident Judge, aided by a Sheriff, Prothonotary, Coroner, and High Constable. Steam communication between Quebec and Montreal commenced in November, 1812. The Swiftsure was the first Steamboat between the two cities. In 1816 the Malsham was added, and in 1819 the Telegraph. The communication by steam, after the breaking-up of the ice each season, generally takes place in the latter half of April; and the first arrivals of Ships from Sea in the Port of Quebec generally take place in the last week of April or in the first week of May.

It seems proper to give an abstract of the relative population, &c., of the County of Quebec, according to the census of May 1st, 1844. At that date the entire population amounted to 45,676. Of these there were

Canadians of French origin	27,698
Do. . . of British do.	7,734
Natives of Ireland	7,267
Do. of England	1,598
Do. of Scotland	981
Continent of Europe or otherwise	276
United States	122
	<hr/>
	45,676
Belonging to Church of Rome	36,371
Do. do. England	5,494
Do. do. Scotland	2,569
Wesleyan Methodists	877
Congregationalists	180
Presbyterians not in connection with } the Church of Scotland	123
Baptists and Anabaptists	29
Jews	13
Quakers	8
Lutherans	3
	<hr/>
	45,676

The population of the city and suburbs amounts to 42,860; banlieu, 2797.

Having brought under the Tourist's notice the principal features within the city of Quebec that seem worthy of his attention, we propose now to accompany him in a few excursions to the surrounding country. A morning's ramble to the Plains of Abraham would not fail to recal historical recollections and to gratify a taste for beautiful scenery. On leaving the St. Louis Gate, let him ascend the counterscarp on the left, that leads to the *Glacis* of the Citadel; and hence pursuing a direction to the right, let him approach one of the Martello Towers, whence he may enjoy a beautiful view of the St. Lawrence. A little beyond let him ascend the right bank, and he reaches the celebrated Plains of Abraham near the spot where General Wolfe fell. On the highest ground, surrounded by wooden fences, can be clearly traced out the redoubt where he received the

fatal wound. He was carried a few yards to the rear and placed against a rock till he expired. It has since been removed. Within an enclosure lower down and near to the road is the stone-well from which they brought him water. The English right-nearly faced this redoubt, and on this position the French left rested. The French army arrived on the Plains from the right of this position, as it came from Beauport and not from Quebec; and, on being defeated, retired down the heights by which it had ascended, and not into Quebec. In front of the Plains from this position stands the house of Marchmont. It is erected on the site of a French redoubt that once defended the ascent from Wolfe's Cove. Here landed the British army under Wolfe's command, and, on mounting the banks, carried this detached work. The troops in the Garrison are usually reviewed on the Plains.—The Tourist may thus enjoy a beautiful ride. Let him leave by the St. Louis Gate and pass the Plains, and he will arrive at Marchmont, the property of John Gilmour, Esq. The former proprietor, Sir John Harvey, went to considerable expense in laying out the grounds in a pleasing and tasteful manner. His successor, Sir Thomas Noel Hill, also resided here, and duly appreciated its beauties. The view in front of the house is grand. Here the River widens and assumes the appearance of a lake, whose surface is enlivened by numerous merchant-ships at anchor, and immense rafts of timber floated down from various parts of the Upper Province for shipment for England, timber being one of the principal exports from the Canadas. On leaving Marchmont he will pass some beautiful villas, whose park-like grounds remind one of England, and from some points in which are commanded views worthy of a painter's study. Among these villas may be mentioned Wolfesfield, Spencer Wood, and Woodfield. The last was originally built by the Catholic Bishop of Samos, and, from the several additions made by subsequent proprietors, had a somewhat irregular, though picturesque, appearance. It was burnt down, and rebuilt in a fine regular style. It is now the residence of James Gibb, Esq. On leaving this lovely spot, the ride continues through the woods on the edge of the banks rising from the shore. On the south side are distinguished the

embouchures of the Etchemin and Chaudière pouring in their tribute of waters. At Pointe aux Puisseaux the road leads down to Sillery Cove. The view from this point would afford an excellent composition for the brush of the landscape-painter. Before reaching the ascent to the villa of the late Mr. Macnider is an old stone house, formerly inhabited by the heroine of "Emily Montague," near which are the ruins of what was once a large stone chapel. Such visitants as are unacquainted with this novel will find in it a faithful picture of the manners and condition of the Colonists when Canada first became a British colony. A mile beyond the villa is that of Kilgraston, formerly belonging to the Rev. Dr. Mills, Chaplain to the Garrison. Hence the Tourist, instead of returning by a road conducting through a wood into the St. Louis Road for Quebec, will do better by continuing his ride to the Church of St. Foy, whence is seen below the St. Charles gliding smoothly through a lovely vale, whose sides rise gradually to the mountains and are literally covered with habitations. The villages of Lorette and Charlesbourg are conspicuous objects. Before entering the Suburb of St. John, on the banks of the St. Charles stands the General Hospital, designed, as the name implies, for the disabled and sick poor of every description. Charlevoix says that "it is the finest house in Canada, and would be no disparagement to our largest houses in France; the Fathers Recollets formerly owned the ground on which it stands. M. de St. Vallier, Bishop of Quebec, removed them into the city, bought their settlements, and expended one hundred thousand crowns in building, furniture, and foundations." The first ecclesiastics in Canada were Recollets, four in number, brought out by Champlain in 1615. Their original habitation, consisting of a small lodge and seminary, was on the spot where the General Hospital now stand. It was commenced before 1620. In 1690 the Recollets were induced to remove to grounds where the Episcopal Church now stands. This foundation was at first under the charge of the Sisters of the Congregation, but in 1692 under that of the *Hospitalières* or Nuns of the Hotel Dieu; from which community it received its Superior and twelve professed Nuns. In 1701 the Nuns of the General Hospital were made a separate and independent community. At

present it is governed by a Superior at the head of fifty Nuns and a few Novices and *Postulantes*. The appearance, external and internal, is regular and pleasing. The male patients are lodged on the ground-floor, and the females on that above. The Nuns are distinguished for the manufacture of Church ornaments and for their skill in gilding. The produce of their works is added to the general fund of the Institution, whose support is chiefly drawn from the revenue of the landed property that has been granted to it from time to time. The deficiency is sometimes supplied by grants from the Provincial Parliament. A neat chapel is attached to the establishment. On the opposite side of the road are two houses, one of which was appropriated to the treatment of persons labouring under insanity, who have since been removed to the Government Lunatic Asylum at Beauport, and the other as a dwelling-house for servants employed in a farm belonging to the establishment.

A day's excursion to Indian Lorette and Lake St. Charles would gratify, we doubt not, many a Tourist. It will be necessary to leave by six o'clock, A. M., and to take provisions for the day. A calèche is the best conveyance for the trip.—After leaving the Palace Gate, the site of the former Intendant's Palace is passed. Bigot, whom we have already noticed in connection with M. Philibert and his Golden Dog, was the last Intendant who resided in it. His profligacy and expenditure are notorious; for the year 1769 his estimate for the annual expenses was 30,000,000 livres, of which sum he had drawn 24,000,000. It sometimes happened in those days, that, when a gentleman possessed a very handsome wife, the husband was sent to a distant post, where he was sure to make his fortune. Bigot's *chère amie* was a Madame P. As a matter of course, Mr. P. became prodigiously wealthy. The Intendant had a house where the Officers' Barrack in St. Louis Street now stands. This house he presented on a New Year's day to Me. P., as a New Year's gift. This is one out of many specimens of Bigot's profligate munificence. When Montcalm's widow landed in France, the Marquis de Vaudreuil, who was supposed to have been deeply implicated in these nefarious transactions, and who feared unpleasant disclosures from Me. de Montcalm, had a *lettre de cachet* ready, and threw her

into prison. She had been made aware of the iniquitous proceedings in high quarters from her husband, who reprobated misconduct which he was unable to remedy. She drew up in prison a memorial to her Sovereign, and with feminine address succeeded in getting it conveyed to his hands. In this manner was disclosed the series of iniquities by which the country had been oppressed. Me. de Moncalm was released, and Bigot thrown into prison. Having surrendered his plunder, and with difficulty escaped from prison with his life, he retired to Bordeaux, where he lived in poverty, supported by a small pension from Me. P.—The most pleasant road is along the banks of the St. Charles. On arriving at the village, the best view is from the opposite bank. The fall is in the foreground, and the church and village behind. The villagers claim to be descended from those Hurons, to whom the French Monarch in 1661 gave the seigniory of Sillery. In the wars between the French and English the Hurons contributed much to the success of the former, as they were one of the most warlike tribes among the aborigines of this continent. At present they are a harmless quiet set of people, drawing only part of their subsistence from fishing and hunting. A Missionary is maintained by Government for their religious instruction, and the schoolmaster belongs to the tribe. Here may be purchased bows and arrows, and moccasins very neatly ornamented by the squaws. We are sure that a few sentences from Charlevoix's notice of this village will be read with interest. "About three leagues from Quebec is a small village of the Indians called *Hurons*, who are Christians, and have a chapel built on the same model and with the same dimensions as the Santa Casa of Italy, whence an image of the Virgin, a copy of that which is in this famous sanctuary, has been sent to our neophytes. A wilder place could not have been chosen for the situation of this mission. * * * * * The inhabitants are savages, or Indians, but derive nothing from their birth and origin but what is really estimable, that is to say, the simplicity and openness of the first ages of the world, together with those improvements which grace has made upon them, a patriarchal faith, a sincere piety, that rectitude and docility of heart which constitute a true saint; an incredible innocence of manners; and, lastly, pure

Christianity, on which the world has not yet created that contagious air which corrupts it, and which is frequently attended with acts of the most heroic virtue. Nothing can be more affecting than to hear them sing in two choirs, the men on one side, and the women on the other, the prayers and hymns of the church in their own language, This village has been formerly much better peopled, but distempers, and I know not what causes, which insensibly reduce to nothing all the nations of this continent, have greatly diminished the number of its inhabitants. Intoxicating liquors, the most common, and almost the sole, stumbling-block which is able to cause the savages to fall off, are prohibited by a solemn vow, the breach of which is subjected to a public penance, as well as every other fault which occasions scandal: and a relapse is generally sufficient to banish the criminal, without any hopes of return, from a place which ought to be the impregnable fortress and sacred asylum of piety and innocence. We are here surrounded by the vastest woods in the world; in all appearance they are as ancient as the world itself, and were never planted by the hands of man. Nothing can present a nobler or more magnificent prospect to the eyes; the trees hide their tops in the clouds; and the variety of the different species of them is so prodigious that, even amongst all those who have most applied themselves to the knowledge of them, there is not perhaps one who is not ignorant of at least one half of them."—On arriving at Lake St. Charles, by embarking in a double canoe, the tourist will have his taste for picturesque mountain scenery gratified in a high degree. The lake is four miles long and one broad, and is divided into two parts by projecting ledges. The lake abounds in trout, so that the angling tourist may find this spot doubly inviting. On the route back to the city the village of Charlesbourg is passed. It is one of the oldest and most interesting settlements in Canada. It has two churches, one of which is the centre of the surrounding farms, whence they all radiate. The reason for this singular disposal of the allotments arose from the absolute necessity of creating a neighbourhood. For this purpose each farm was permitted to occupy only a space of three acres in front by thirty in depth. Population was in these days scanty, and labourers were difficult to be

procured. By this arrangement a road was more easily kept up in front of each farm, and it was the duty of every proprietor to preserve such road. Another advantage was the proximity of the church, whence the bell sounded the tocsin of alarm, whenever hostile attempts were made by the Indians, and where the inhabitants rallied in defence of their possessions.

Before bidding adieu to Quebec we are desirous to acknowledge our obligations to the labours of Alfred Hawkins, Esq. His "Picture of Quebec with Historical Recollections" we cordially recommend to all Travellers and others, who would possess themselves of a work replete with minute information on the previous history and present condition of this Province. We take the liberty of presenting our readers almost *verbatim* with the following interesting extracts, and thus conclude our notice of the ancient Capital of Canada.—The approach to the Citadel, which is nearly two hundred feet higher than the ground on which the Upper Town is situated, is by a winding road made through the acclivity of the *Glacis* from St. Louis Gate, and commanded everywhere by the guns of the different bastions. This leads into the outward ditch of the ravelin, and thence into the principal ditch of the work, built on both sides with walls of solid masonry, and extending along the whole circumference of the Citadel on the land and city sides. The main entrance is through a massive gate of admirable construction, called *Dalhousie Gate* in honour of the Earl of Dalhousie, who succeeded the Duke of Richmond, as Governor-in-Chief of these Provinces, in 1820. Within are the Main-Guard-rooms for a detachment and an officer, who are relieved every day; and in front is a spacious area used as a parade-ground, or rather an enlargement of the ditch formed by the retiring angles and face of the bastion. This is a splendid work, presenting a most august appearance, and combining strength and symmetry with all the modern improvements in the art of fortification. In the face of this bastion are loopholes for the fire of musquetry; on the top are embrasures for the cannon. The loopholes serve also for the admission of air and light into the casemated barracks within for the troops composing the Garrison. They are commodious and well adapted for comfort and safety, being well ventilated, and proof

against fire and missiles of every description. On the top of *Dalhousie Bastion* is an extensive covered way, or broad gravel walk, with embrasures for mounting cannon, commanding every part of the Ditch and Glacis, and every avenue of approach to the Citadel. From this elevated spot is obtained an extensive and delightful view of the surrounding scenery, forming a panorama that competent judges have pronounced not inferior to the celebrated Bay of Naples. An equally magnificent view is obtained from the summit of the Cavalier, on which stands the Telegraph, at the eastern extremity of the Citadel, and also from the Observatory on its western point towards the Plains of Abraham. Within the Citadel are the various magazines, storehouses, and other buildings required for the accommodation of a numerous Garrison; and, immediately overhanging the precipice to the south, in a most picturesque situation looking perpendicularly downwards on the River, stands a beautiful row of buildings, containing the mess rooms and barracks for the officers, their stables and spacious kitchens. The fortifications, which are continued round the whole of the Upper Town, consist of bastions connected by lofty curtains of solid masonry, and ramparts from twenty-five to thirty-five feet in height and about the same in thickness, bristling with heavy cannon, round towers, loopholed walls, and massive gates recurring at certain distances. On the summit of the Ramparts from Cape Diamond to the Artillery Barracks is a broad covered-way or walk, used as a place of recreation by the inhabitants, and commanding a most agreeable view of the country towards the west. This passes over the top of St. John's and St. Louis Gate, where there is stationed a sergeant's guard. Above St. John's Gate there is at sunset one of the most beautiful views imaginable. The St. Charles gamboling, as it were, in the rays of the departing luminary, the light still lingering on the spires of Lorette and Charlesbourg until it fades away beyond the lofty mountains of *Bonhomme* and *Tsounonlhuan*, present an evening scene of gorgeous and surpassing splendour.—The city, being defended on the land side by its ramparts, is protected on the other sides by a lofty wall and parapet, based on the cliff and commencing near the St. Charles at the Artillery Barracks. These form a very extensive

range of buildings, the part within the Artillery-Gate being occupied as barracks by the officers and men of that distinguished corps, with a guard and mess room. The part without the Gate is used as magazines, storehouses, and offices for the Ordnance Department. These buildings were erected by the French before 1750 on the site of others which had formerly stood there. They are well secured against fire, and are nearly six hundred feet in length by about forty in depth.—Immediately adjoining the Artillery Barracks, and connecting the works on the left with their continuation along the St. Charles, stands Palace-Gate, having a guard-house attached on the right. This has lately been rebuilt, and is the most classical and beautiful of the five Gates. Though perfectly strong for all purposes of defence, it has an airy and light appearance, not unlike in design the gates of Pompeii. It stands at the northern extremity of Palace Street, which was so called from its leading to the Intendant's House or Palace, which formerly stood on the beach of the St. Charles outside of the Gate, on the site of the present Queen's Woodyard. This building was destroyed during the siege by the American troops under General Arnold in 1775. From Palace-Gate the fortifications are continued along the brow of the cliff overlooking the mouth of the St. Charles until they reach Hope-Gate, a distance of three hundred yards. A broad and level walk divides the outward wall from the possessions of the Community of the Hotel-Dieu. The wall near Hope-Gate and Guard-house is loopholed for musquetry. At Hope-Gate commences the gradual elevation of the ground which terminates at the eastern point of Cape Diamond. Beyond the Gate the wall is continued until it reaches a point opposite St. George Street and the store house at the angle of the Seminary Garden. Here it reaches the perpendicular cliff *Sault au Matelot*, or *Matelot's* (Sailor's) *Leap*, so called from a favourite dog of that name that there fell over the cliff, on part of which Champlain commenced his first settlement in 1608. From this eminence the Grand Battery, mounting a range of heavy guns carrying balls of thirty-two pounds, commands the Basin and Harbour below. In front of the Grand Battery, which extends to the Bishop's Palace, and where the escarpment of the cliff is nearly three hundred feet above the water, the stone parapet

is but a few feet high. The black artillery, as Professor Silliman observes, "look like beasts of prey crouching and ready to leap upon their victims."—Close to the Bishop's Palace, long used as the place where the Provincial Legislature met previously to the reunion of the Canada, is Prescott's Gate with its Guard-house. Under its arch is the principal avenue to the Lower Town by Mountain Street. It is protected by powerful defences, and by works which connect it on the right with the former Castle of St. Louis. Here the stone-rampart forms part of that ruin, and is supported by buttresses built upon the solid rock, and immediately overlooking the Lower Town, at an elevation of more than two hundred feet. To the south-west side of the Castle is the Government Garden, one hundred and eighty yards long by seventy broad, within which a small battery commands part of the harbour. In front the fortifications are continued three hundred yards, until they reach the foot of the *Glacis* or acclivity towards Cape Diamond, crowned at that point by the Round Tower and Flagstaff.—The extent of the Ramparts towards the land-side, from the south-west angle of the citadel to the cliff above the St. Charles, is stated to be eighteen hundred and thirty-seven yards. Within this rampart is the Esplanade, a level space covered with grass, between St. Louis and St. John Gates. Here are mounted the several guards on duty at the Citadel and other public buildings each forenoon, except Sabbath, at eleven o'clock; and here occasional parades of the Garrison take place, particularly on the Queen's birth-day. The circuit of the Fortifications enclosing the Upper Town is two miles and three quarters; the total circumference outside the Ditches and space reserved by Government, on which no house can be built on the west side, is about three miles.—Generally speaking, the City may be said to be entirely surrounded by a lofty and strong wall of hewn stone, constructed with elegance as well as with regard to durability. The castellated appearance produced by the battlements, ditches, embrasures, round towers and gates, adds much to its grand and imposing effect from without. There are five Gates, opening in different directions to the country, the suburbs, and the Lower Town. Towards the south-west are St. John's and St. Louis' Gates, protected by out-

works of great strength and powerful combination. Through the latter is the road leading to the Plains of Abraham and the Race-course. On the left of this road, on the brow of a slight ascent about halfway to the Race-Stand, is one of the four Martello Towers erected at different distances between the St. Lawrence and the St. Charles. On these are mounted cannon to sweep the undefended plain below ; and they are so constructed that, if taken by an enemy, they can be easily laid in ruins by the shot of the Garrison, while on the side facing the Plains they are of immense thickness. Through St. John's Gate passes the road to the populous suburb of that name and to the beautiful village of St. Foy. Palace-Gate and Hope-Gate open to the St. Charles and the Lower Town. Prescott-Gate is the principal thoroughfare to the Lower Town, and, notwithstanding the steepness of the ascent, heavy burdens are conveyed up with comparative ease by the little, but hardy, horses of Norman breed, which the carters generally employ. Hope Gate and Prescott Gate are called in honour of the Lieutenant Generals and Commanders-in-Chief, Henry Hope (1775) and Robert Prescott (1796-9).—Having made the circuit of the Fortifications, it seems necessary to notice the different barracks and military buildings for the accommodation of the troops composing the Garrison. Besides those contained within the Citadel and the Artillery Barracks, the spacious building in the Market-Place, formerly the College of the Jesuits, has long been occupied by the Queen's troops under the name of the "Jesuits' Barracks." The principal entrance is from the Market-Place, opposite the French Cathedral. To the left of this entrance is a large door opening into a hall. Here is the room set apart for the Garrison Library, the property of the military, containing many valuable books and maps. A little beyond the Gate is the Barrack-office, nearly opposite to the Scotch Church.—In the Place d'Armes, opposite to the Court-House, is the Commissariat Office.—About halfway between this and St. Louis Gate is a building on the left, occupied as quarters for such officers of the Garrison as do not reside in the Citadel, in rear of which is the spacious mess-room.—At the end of an avenue or court leading out of St. Louis Street is the Military Hospital, a building completely provided with every

necessary appointment.—Adjoining to the St. Louis Gate, and fronting to the Esplanade, is the Royal Engineer Office ; and in the rear are the spacious yard and workshops of the Royal Sappers and Miners, a detachment of which corps is always stationed in Quebec. The officers of the Royal Engineers have charge of the fortifications and of all military works.—The Government Laboratory is on the right hand of the road leading to the Citadel, opposite to the Royal Engineer Yard, and stands on the site of an old powder magazine, close to which the remains of General Montgomery were interred on January 4th, 1776. The following elegant peroration is from the pen of Professor Silliman, who visited Quebec in 1819 :—

“ Quebec, at least for an American city, is certainly a very peculiar place. A military town—containing about twenty thousand inhabitants—most compactly and permanently built—environed, as to its most important parts, by walls and gates—and defended by numerous heavy cannon—garrisoned by troops having the arms, the costume, the music, the discipline, of Europe—foreign in language, features and origin, from most of those whom they are sent to defend—founded upon a rock, and in its highest parts overlooking a great extent of country—between three and four hundred miles from the ocean—in the midst of a great continent and yet displaying fleets of foreign merchantmen in its fine capacious bay—and showing all the bustle of a crowded sea-port—its streets narrow, populous, and winding up and down almost mountainous declivities—situated in the latitude of the finest parts of Europe—exhibiting in its environs the beauty of an European capital—and yet in winter smarting with the cold of Siberia—governed by a people of different language and habits from the mass of the population—opposed in religion, and yet leaving that population without taxes and in the full enjoyment of every privilege, civil and religious. Such are the prominent features which strike a stranger in the city of Quebec !”

The Tourist will of course visit the Fall of Montmorenci, and, if an admirer of nature in her lovely grandeur, may be induced thereafter to extend his excursion to the Falls of St. Anne (a distance of upwards of twenty miles from Quebec), which many travellers have pronounced unsurpassed in any quarter of the globe. For

this purpose he will leave the City by passing over Dorchester Bridge across the St. Charles, whence he will pass along pleasant cottages and handsome villas to the village of Beauport, in which is conspicuous the Church with its three spires. Before reaching the Mills a road on the left leads to the hamlet of Bourg Royal at the base of the mountains. Two miles beyond are the remains of an old French chateau with a scanty clearance embosomed by the forest. It was built by a French Intendant or Governor for a disreputable purpose. Notwithstanding the seclusion of the spot his wife discovered the secret, and found means to have her rival poisoned. The *habitans* superstitiously consider the spot as haunted by the spirit of the unhappy one. During General Wolfe's siege the ladies of Quebec took shelter here, and were undiscovered. In the neighbourhood of the Fall the geologist may find not a little to interest him. The Fall is nearly two hundred and fifty feet high, exceeding the Falls of Niagara by nearly one hundred feet. It was named by Champlain in honour of his patron, the Duke de Montmorenci, prime minister of France. The mansion-house, close to the Fall, and commanding the best view of it, was built by General Haldimand, who was the last Governor of the Province of Quebec from 1778 to 1791. It was afterwards occupied by the Duke of Kent, father of Queen Victoria, and is now in the possession of P. Patterson, Esq., the proprietor of the extensive saw-mills at the foot of the Fall. Near this place Wolfe made his first attempt, and was repulsed with the loss of seven hundred Hessians. On the opposite side of the wooden bridge thrown across the Montmorenci, stands a house for the reception of travellers, whence is an excellent view of the Fall, as it embraces the village of Beauport and the city of Quebec. Another good view is from the top of the aqueduct, by which the water is conveyed for nearly a mile to the Mills. The Old Mill has ten saw-gates containing seventy saws, and eleven circular saws. The New Mill has two saw-gates with forty saws, and three circular saws. The extraordinary appearance, called the *Natural Steps*, is worthy of attention. It may be remarked as an object of interest to the naturalist, that, when the St. Lawrence is frozen below the Fall, the level ice becomes a support on which the freezing spray, de-

scending as sleet, forms a stupendous deposit, and gradually assumes a conical form of great dimensions towards the close of winter. These dimensions vary in each season according to the quantity of spray which the water produces. In 1829 the cone attained the height of one hundred and twenty-six feet, the highest it has been observed to attain. The face of the cone next the Fall presents a stalactitical structure, occasioned by the dashing of the water against it. The whole is tinged with an earthy hue, which is no doubt derived from the very minute particles of the bed of the Montmorenci conveyed with the spray into the atmosphere. The formation of this cone may serve to explain the mode in which *glaciers* have been formed. It is manifest that, were the supply of frozen spray never interrupted by an increase of temperature, as is annually the case, the cone's dimensions would incessantly increase. If the cone rested on an inclined plane instead of a horizontal base, the enlarging bulk and increasing weight would at length cause its subsidence to lower levels. As the portion thus deposited would continue to receive accessions from above, a permanent frozen mass would be the result, and the cone would become a *glacier*. Professor Forbes treats of this subject in a most interesting and scientific manner, in his "Travels in the Alps."—It is unnecessary to enumerate the variety of features in Canadian scenery which may induce the Tourist to loiter on the road between Montmorenci and St. Anne. At this season of the year groups of Canadians of both sexes may be seen busily employed in *hackling* or beating flax. On most of the farms there is raised a quantity sufficient for the consumption of each family. Indeed the stranger cannot fail to have observed, that the country population is chiefly clothed in home-spun woollen cloth and coarse linen, although English broad-cloth and Irish linens may to a limited extent be displayed on Sabbaths and fête-days. Chateau Richer, one of the very few ruins in Canada, belonging to the Seminary, is interesting from historical associations. Its environs afford abundant sport to snipe-shooters. Two miles beyond the Chateau it is worth the Tourist's while to devote half an hour to the Falls of La Puce. The Church of "La bonne Ste. Anne" has long been an object of interest from the miraculous cures said to have been wrought on

visitors to the shrine. The walls display crutches and other helps to suffering humanity, with which the halt and the lame were enabled to dispense, and which they left as memorials of the efficacy of their faith in the power of the Saint! In connection with St. Anne it may be stated, that pigeons in vast numbers yearly visit Canada, when the inhabitants not only get an ample supply for their own subsistence, but send such numbers to market that in Quebec they are sold at as low a price as a shilling per dozen, and sometimes even at a less rate. The parishioners of St. Anne are much spoken of for the successful means which they have adopted for killing and taking alive thousands of these birds; and the stranger on enquiry can learn the method by which the sportsman seldom fails to bring down all the pigeons as they settle on the loftiest trees, and how, by means of perpendicular nets and poles managed by pulleys, whole flocks are entrapped. Two miles beyond the village of St. Anne, at the Toll-bridge on the river of this name, the Tourist may be comfortably accommodated, and will meet with civility and kindness. Hence he can procure a guide to the Falls, which are situated about three miles farther on. The ascent commands extensive views of Quebec and the surrounding country. After continuing his journey for a mile and a half on a level but rather rough and wearisome path through a forest, the Tourist suddenly descends and finds himself enclosed in a rocky and wooded valley, through the centre of which rushes the St. Anne, and, forcing itself through a narrow chasm of the rocks at an angle of forty-five degrees, continues to roar and tumble to the River below. We cannot afford space here for a description of the variety of awfully grand and imposing scenes, which a visit to these magnificent Falls will present to the Tourist's view. Suffice it to say, that the time slips unconsciously away, and, surprised by the information that he has been on the spot for hours, he at length reluctantly turns away, consoling himself with the reflection that he can never efface the sublime picture from his mind.

The Tourist should now cross from Quebec to Pointe Levi, with which a steam-ferry-boat keeps up a half-hourly communication, with the view of visiting the Falls of the Chaudiere, distant about eight miles. On ascending the bank, and from different

points along the entire road to the mouth of the Chaudiere, he will be gratified with imposing views of Quebec and its shipping, and surrounding scenery, including the Isle of Orleans, the Fall of Montmorenci, and the Plains of Abraham. Several neat villas adorn the road, in which citizens of Quebec reside during the summer season. At a short distance beyond Lauzon, the seat of Sir Henry Caldwell, which is in a charming situation and admirable for its classic architecture, you cross the Etchemin by a wooden bridge. At its embouchure is a large causeway leading to this gentleman's mills, an establishment well worthy of inspection. Thereafter the left side of the road is over shadowed by lofty rocks till it reaches the Chaudiere, which is crossed by a ferry. Three miles beyond is a new road to the left, by pursuing which for a mile, availing yourself of a guide, who may be procured hard by, you will reach this celebrated Fall. Although yielding in grandeur to Niagara and Montmorenci, it possesses features more interesting than either. The river, in its course of one hundred miles over a rugged bed full of rapids and falls, is here narrowed to a width of between three hundred and four hundred feet, and is precipitated over a height of about one hundred and thirty feet, preserving the characteristic features of its *boiling* waters till it mingles with the St. Lawrence. Hence it has received the appropriate name of *Chaudiere* or *Caldron*. Instead of descending in one continuous sheet, it is divided by large projecting rocks into three channels or cataracts, which however unite before reaching the basin below. A globular figure is imparted to the descending volumes of brilliant white foam, in consequence of the deep excavations of the rocks, and the clouds of spray produce in the sunshine a most brilliant variety of prismatic colours. The dark green foliage of the dense forests that overhang the torrent on both sides, forms a striking contrast with its snow-white foam. If the Tourist should be so minded, on returning half way to Pointe Levi, he may visit the Falls of the Etchemin by taking the road to his right. On returning to Pointe Levi, he may find time to walk to Aubigny Church, and wander for a while amongst the glades in front of it. In recrossing the St. Lawrence, the Tourist may be reminded of the striking contrast which the winter season presents here on land and water.

Then the river is general choked up with broken fields of ice exhibiting an endless variety of fantastic appearances. The *habitans* cross in canoes, and are frequently obliged to haul and push them forward among the blocks of ice. The ferrymen do their utmost to prevent the ice from taking, as it deprives them of their usual means of livelihood while it lasts. It is a rare occurrence for the ice to be quite firm between Quebec and Pointe Levi. When this is the case, it is called a *pont* or bridge; and a sort of jubilee is indulged in, and persons are seen enjoying themselves in every direction by sleighing, sliding, skating, curling, &c. A ready communication betwixt both shores then takes place, as the *Grand Voyer*, or *Chief Surveyor of Highways*, marks out, by means of pine-branches as beacons, a road, over which hay, firewood, and other bulky articles are transported in *traineaux* or sledges. A similar laying-out of roads takes place on the taking of the River at all the important thoroughfares, as in front of Montreal, Three Rivers, &c. During the winter of 1848-9 the River has taken as firmly as it has done since 1816. The channel between the Isle of Orleans and the North Shore is frozen over annually, when the produce of that fertile spot can be conveyed to market.

“EXPEDITION OF 1759.”*

By the common consent of the world Quebec is for ever identified with the renown of the two great nations that contended for its possession; and the history of this period will always be referred to as equally interesting, attractive and important. The varied incidents of the expedition—the arrival before the town—the attack of the fire-ships—the fruitless engagement at Montmorenci—the bombardment from Point Levi—the landing under the Heights of Abraham—the battle of the Plains—the death of two heroic leaders—the surrender—the subsequent fight at Sillery—the siege by the French—and the arrival of the English fleet, form a series of spirit-stirring events, which possess the mind of the reader with the eager interest of vicissitude, as they in turn develop the great game of

* Extracted from Hawkins' Guide to Quebec.

war, played by the most skilful hands, and for the noblest stake ! The scene of this heroic drama, the actors, and the event will be for ever memorable. The tale has been handed down by various writers ; but to do justice to the narration it requires the pen of Wolfe himself.

Wolfe, having safely landed his army on the 27th June near the Church of St. Laurent on the Isle of Orleans, where they encamped in one line about a mile from the shore, proceeded to the west end of the Island to reconnoitre the position of the enemy. The view he then beheld was most magnificent and imposing. The French army extended along the sloping ground upon the north shore, and occupied the heights of Beauport from Quebec on the right to the Cascades of Montmorenci on the left. The village of Beauport rose in the centre among the battalions of old France ; the right rested upon the St. Charles with the beautiful village of Charlesbourg in its rear ; the left extended to the chasm at the Falls. The whole front was entrenched, and protected from the English cannon, while all accessible points along the shore were occupied and defended by batteries and by every means which the science of war provides. Beyond the right a bridge had been thrown over the St. Charles in order to communicate with the town and garrison. This was protected by *tetes du pont* and strong works at each end, as well as by two batteries, of eight guns each, mounted upon hulks sunk in the channel.

The French army was composed of about thirteen thousand men, six battalions of which were regulars, and the remainder well disciplined Canadian militia with some cavalry and Indians. The right was under the command of Brigadier General the Baron de St. Ours, the centre, of Brigadier General De Senezergues, and the left of M. Herbin. The garrison was commanded by M. De Ramezay.

Although the Fleet had safely arrived at the place of disembarkation, no sooner were the troops on shore than it met with one of those storms of wind and rain which are frequent in the St. Lawrence. The hurricane was of such violence as to do great damage to the transports and boats of the fleet by their driving on board each other.

It being absolutely necessary for the combined operations of the two services that the English should possess the command of the basin, General Monckton, second in command, was detached on the night of the 29th with four battalions, with orders to land at Beaumont, and to clear the south shore from that village to Pointe-Lévi, which post he was to occupy and fortify, a duty which he accomplished with little opposition. Here he erected batteries and works, the remains of which may be traced at the present day. In the meantime Colonel Guy Carleton, afterwards Lord Dorchester, established himself at the western point of the Isle of Orleans, where he erected works for the defence of the magazines, stores, and hospitals.

Montcalm, who too late perceived the importance of the works at Pointe Lévi, sent a corps of sixteen hundred men against them; but these troops, unluckily for themselves and for the English General, who was anxious to defeat so large a detachment, fell into confusion, and, having fired upon each other instead of upon the enemy, returned in utter discomfiture.

General Wolfe, perceiving that the ground to the eastward of the Fall of Montmorenci, on which rested the left flank of the French army, was higher than that on the enemy's side, determined to take possession of it; and, having passed the North Channel, he encamped there on the 9th July, not without severe skirmishing and considerable loss. Here he erected batteries which greatly galled the left of the entrenchments, and conceived the design of attacking the French in their entrenchments. This attack, which, looking at the difficulties of the ground, appears to have been carefully considered and planned with judgment, took place on the 31st July. It failed through want of caution and excess of courage on the part of the grenadiers, although the grounding of the boats upon the ledge, some distance from the shore, was doubtless the primary cause of the disaster. The return of our loss at the battle of Montmorenci is stated to have been one hundred and eighty-two killed and six hundred and fifty wounded.

The failure at Montmorenci had made a deep impression upon the mind of Wolfe. He had a spirit impatient of anticipated cen-

sure, unable to bear disappointment where he was conscious of having deserved success, and he cherished an eager desire to retrieve the laurels which he feared some might think had fallen from his brow. His situation, however, was such that he despaired of finding an opportunity; he was often heard to sigh, and observed to betray great inward agitation. His constitution, naturally delicate, gave way under his excitement: which, added to the great fatigues he had undergone, brought on a fever and dysentery, and for some time totally disabled him. Such was the affection of the whole army for Wolfe that his sickness made a general impression upon them; and, when his health, after ten day's severe illness, permitted him to return to the camp, and once more to visit the guards and posts as usual, they gave the strongest proofs of the most heartfelt joy; and his presence infused fresh spirits into the troops.

Every preparation having been made, and Admiral Saunders having engaged to co-operate by a feigned attack upon the intrenchments at Beauport, the eventful day approached when the blow was to be struck. Rear Admiral Holmes had the command of the naval force employed in covering the disembarkation, the immediate management of which was entrusted to Captain Chads, a name to this day distinguished in the Royal Navy. On the 12th September Gen. Wolfe issued the following order:

"On board His Majesty's ship Sutherland.

"The enemy's force is now divided: great scarcity of provisions is in their camp, and universal discontent among the Canadians. The second officer in command is gone to Montreal, or St. John's; which gives reason to think that General Amherst is advancing into the colony. A vigorous blow struck by the army at this juncture may determine the fate of Canada. Our troops below are in readiness to join us: all the light artillery and tools are embarked at Pointe Levi; and the troops will land where the French seem least to expect it. The first body that gets on shore is to march directly to the enemy, and drive them from any little post they may occupy. The officers must be careful that the succeeding bodies do not by any mistake fire upon those who go before them. The battalions

must form upon the upper ground with expedition, and be ready to charge whatever presents itself. When the artillery and troops are landed, a corps will be left to secure the landing place, while the rest march on, and endeavour to bring the French and Canadians to a battle. The officers and men will remember what their country expects from them, and what a determined body of soldiers, inured to war, is capable of doing against five weak French battalions mingled with disorderly peasantry. The soldiers must be attentive and obedient to their officers, and the officers resolute in the execution of their duty."

The plan adopted was, that the troops should be conveyed some distance up the river for the purpose of deceiving the enemy, and amusing M. De Bougainville. They were afterwards in the night to drop down with the tide, and to land on the north shore, about a mile above Cape Diamond, in the expectation of being able to ascend the heights of Abraham, and to gain the open ground westward of the city, where it was most open to attack. Nothing could be more hazardous in the execution than this design: the slightest accident might derange the whole course of the operations; a night attack was always liable to mischance: yet the plan was carried into effect not only with complete success, but with singular ease and good fortune.

At night on the 12th, the main body quartered on the south shore was ordered to embark in flat-bottomed boats, and to proceed up the River with the tide of flood. The first division was composed of the light infantry, commanded by Lieutenant Colonel the Honourable William Howe, the regiments of Bragg, Kennedy, Lascelles and Anstruther, with a detachment of Highlanders, and the Grenadiers of the Royal American Regiment, under the command of Brigadiers General Monckton and Murray. The night was clear and star-light, and Bougainville, perceiving the boats, marched up the north bank of the river to prevent any landing. About an hour before day-light, the boats fell down the river with the tide of ebb with great rapidity by the help of oars, and keeping close to the shore. They were followed at some interval by the shipping, and both luckily escaped observation. About day-light on

the 13th, they arrived at a cove below Sillery, now for ever celebrated as Wolfe's Cove, which was the place chosen for the disembarkation. The light infantry, which had been carried a short distance below by the rapidity of the tide, were the first that landed, and, scrambling up the woody precipice, the ascent of which was so difficult that the soldiers were obliged to pull themselves up by the roots and boughs of trees, displaced a French guard at the top under the command of Captain De Verger, which defended the narrow path, and thereby enabled the rest of the division to reach the summit. The boats in the meantime had returned for the second division under Brigadier General Townshend, which arrived and landed in like good order. General Wolfe was with the first division, and he was one of the first on shore. On seeing the difficulty of ascending the precipice, he observed in a familiar strain to Captain Donald M'Donald, a very gallant officer of Fraser's Highlanders, who commanded the advanced guard of the light infantry:—"I don't believe there is any possibility of getting up; but you must do your endeavour."

The exultation of Wolfe on thus finding himself, with scarcely any loss, on the heights of Abraham, may easily be conceived. After more than two months of solicitude the object of his long and anxious wishes was before him; his only remaining hope was that Montcalm would give him battle; of the result he entertained no doubt. The hour of triumph so long sought for, so eagerly expected, was at hand; he was determined that day to decide the supremacy of England or France, in America, before the walls of her most important fortress.

THE BATTLE OF THE PLAINS OF ABRAHAM—DEATH OF WOLFE AND MONTCALM.

Any one who visits the celebrated Plains of Abraham, the scene of this glorious fight, equally rich in natural beauty and historic recollections, will admit that no site could be found better adapted for displaying the evolutions of military skill and discipline, or the exertion of physical force and determined valour. The battle-ground presents almost a level surface from the brink of the St. Lawrence to the St. Foy road. The *Grand Allée*, or road to Cap Rouge,

running parallel to that of St. Foy, passes through its centre. That road was commanded by a field redoubt, a four-gun battery on the English left, which was captured by the light infantry, as mentioned in General Townshend's letter. The remains of this battery are distinctly seen near to the race-stand. There were also two other redoubts, one upon the rising ground in the rear of Mr. C. Campbell's house, the death scene of Wolfe, and the other towards the St. Foy road, which it was intended to command. On the site of the country-seat called Marchmont there was also a small redoubt commanding the intrenched path leading to the Cove. This was taken possession of by the advanced guard of the light infantry, immediately on ascending the heights. At the period of the battle the Plains were without fences or enclosures, and extended to the walls on the St. Louis side. The surface was dotted over with bushes, and the woods on either flank were more dense than at present, affording shelter to the French and Indian marksmen.

In order to understand the relative position of the two armies, if a line be drawn to the St. Lawrence from the General Hospital, it will give nearly the front of the French at ten o'clock, after Montcalm had deployed it into line. His right reached beyond the St. Foy road, where he made dispositions to turn the left of the English. Another parallel line, somewhere in advance of Mr. C. G. Stewart's house on the St. Foy road, will give the front of the British army before Wolfe charged at the head of the Grenadiers of the 22nd, 40th, and 45th regiments, who had acquired the honourable title of the Louisbourg Grenadiers from having been distinguished at the capture of that place under his own command in 1758. To meet the attempt of Montcalm to turn the British left, General Townshend formed the 15th regiment *en potence*, or presenting a double front. The light infantry were in rear of the left, and the reserve was placed near the right, formed in eight subdivisions, a good distance apart.

The English had been about four hours in possession of the Plains, and were completely prepared to receive them, when the French advanced with great resolution. They approached obliquely by the left, having marched from Beauport that morning. On being formed, they commenced the attack with great vivacity and anima-

tion, firing by platoons. It was observed, however, that their fire was irregular and ineffective, whereas that of the English was so well directed and maintained as to throw the French into immediate confusion. It must be stated that, although the French army was more numerous, it was principally composed of colonial troops, who did not support the regular forces as firmly as was expected of them. Montcalm on his death-bed expressed himself bitterly in this respect. The English troops, on the contrary, were nearly all regulars of approved courage, well officered, and under perfect discipline. The Grenadiers burned to revenge their defeat at Montmorenci, and it was at their head that Wolfe, with great military tact, placed himself at the commencement of the action.

About eight o'clock some sailors had succeeded in dragging up the precipice a light six-pounder, which, although the only gun used by the English in the action, being remarkably well served, played with great success on the centre column as it advanced, and more than once compelled the enemy to change the disposition of his forces. The French had two field-pieces in the action. The despatches mention a remarkable proof of coolness and presence of mind on the part of the troops who had no hopes but in victory, no chance of safety but in beating the enemy, for, had they been defeated, re-embarkation would have been impracticable. The English were ordered to reserve their fire until the French were within forty yards. They observed those orders most strictly, bearing with patience the incessant fire of the Canadians and Indians. It is also stated that Wolfe ordered the men to load with an additional bullet, which did great execution.

The two generals, animated with equal spirit, met each other at the head of their respective troops where the battle was most severe. Montcalm was on the left of the French, at the head of the regiments of *Languedoc*, *Beaurne*, and *Guienne*; Wolfe on the right of the English, at the head of the 28th, and the Louisbourg Grenadiers. Here the greatest exertions were made under the eyes of the leaders; the action in the centre and left was comparatively a skirmish. The severest fighting took place between the right of the race-stand and the Martello towers. The rapidity and effect of the English fire

having thrown the French into confusion, orders were given, even before the smoke cleared away, to charge with the bayonet. Wolfe, exposing himself at the head of the battalions, was singled out by some Canadian marksmen on the enemy's left, and had already received a slight wound in the wrist. Regardless of this, and unwilling to dispirit his troops, he folded a handkerchief round his arm, and, putting himself at the head of the Grenadiers, led them on to the charge, which was completely successful. It was bought however with the life of their heroic leader. He was struck with a second ball in the groin, but still pressed on; and, just as the enemy were about to give way, he received a third ball in his breast and fell mortally wounded. Dear, indeed, was the price of a victory purchased by the death of Wolfe, of a hero whose uncommon merit was scarcely known and appreciated by his country before a premature fate removed him for ever from her service.

He met, however, a glorious death in the moment of victory, a victory which, in deciding the fate of Canada, commanded the applause of the world, and classed Wolfe among the most celebrated Generals of ancient and modern times. Happily, he survived his wound long enough to learn the success of the day. When the fatal ball took effect, his principal care was, that he should not be seen to fall. "Support me," said he to an officer near him, "let not my brave soldiers see me drop. The day is ours, keep it!" He was then carried a little way to the rear, where he requested water to be brought from a neighbouring well to quench his thirst. The charge still continued, when the officer, on whose shoulder the dying hero leaned, exclaimed, "They run! they run!" "Who run?" asked the gallant Wolfe with some emotion. The officer replied, "The enemy, Sir: they give way everywhere!" "What," said he, "do they run already? Pray, one of you go to Colonel Burton, and tell him to march Webb's regiment with all speed down to St. Charles River, to cut off the retreat of the fugitives from the bridge. Now God be praised, I die happy!" So saying, the youthful hero breathed his last. He reflected that he had done his duty, and he knew that he should live forever in the memory of a grateful country. His expiring moments were cheered with the British shout of victory.

Such was the death of Wolfe upon the Plains of Abraham, at the early age of thirty-two years! It has been well observed, that "death, more glorious and attended with circumstances more picturesque and interesting, is no where to be found in the annals of history." His extraordinary qualities, and singular fate, have afforded a fruitful theme of panegyric to the historian and the poet to the present day. How they were appreciated by his gallant companions in arms, may be learned by the subjoined extract from a letter written after the battle by General, afterwards Marquess, Townshend to one of his friends in England: "I am not ashamed to own to you that my heart does not exult in the midst of this success. I have lost but a friend in General Wolfe, our country has lost a sure support, and a perpetual honour. If the world were sensible at how dear a price we have purchased Quebec in his death, it would damp the public joy. Our best consolation is that Providence seemed not to promise that he should remain long among us. He was himself sensible of the weakness of his constitution, and determined to crowd into a few years actions that would have adorned length of life." The feeling and affecting manner in which Wolfe is spoken of in this letter, and its elegance of expression, confer equal honour upon the head and heart of the accomplished writer.

The spot consecrated by the fall of General Wolfe in the charge made by the Grenadiers upon the left of the French line, will to the latest day be visited with deep interest and emotion.

A few years ago His Excellency Lord Aylmer, then Governor-in-Chief, caused a small pillar to be erected on the spot with the following inscription:

HERE DIED

W O L F E

VICTORIOUS.

This memorial has been sadly mutilated; we trust, however, ere long it will give place to a more enduring memento, such as an iron pillar cast from some of the old cannon.

Montcalm received his fatal wound in the front rank of the French left, and died at five o'clock on the morning of the 14th September. He was buried in an excavation made by the bursting of a

shell within the precincts of the Ursuline Convent, a fit resting-place for the remains of a man who died fighting for the honour and defence of his country.

The following regiments shared the glories of the day :—namely the 15th, 28th, 35th, 43rd, 47th, 48th, 58th, 60th, 2nd and 3rd battalions 78th Fraser's Highlanders, and the Grenadiers of the 22nd, 40th, and 45th. Total of all ranks, including General Officers, four thousand eight hundred and twenty-six, of whom sixty one were killed, and six hundred and three wounded. The French force, including Militia, amounted to seven thousand five hundred and twenty.

The remains of Wolfe were conveyed to England for interment with all honour and respect on board the Royal William of eighty-four guns. On the 17th November, the body was landed at Portsmouth. During the solemnity all the honours that could be paid to the memory of a gallant officer were rendered to the remains of Wolfe. The corpse was privately interred at Greenwich on the 20th.*

* During our residence in England, in 1841, superintending the engraving of the *Plan of the Battle*, we were politely permitted by the surviving branch of the family to visit the vault, which is under the parish Church of Greenwich. It was with feelings which we cannot describe, that we placed the key in the door (over which is inscribed on a marble slab, "*The Family Vault of Major-General James Wolfe, 1759*,") disclosing to us the resting-place of that illustrious Hero. We were accompanied by a few friends, and two old veteran seamen of Greenwich Hospital who solicited permission. Upwards of fourscore years had passed away since the memorable victory and glorious death. The vault exhibited to us three coffins, that of the Father, the Mother, and the Son :—we gently wiped the dust from the Coffin plate, and found the following unpretending inscription thereon :—

Major General
JAMES WOLFE,
Aged 32 Years.

On the centre Coffin is the following inscription :—

Mrs.
HENRIETTA WOLFE,
Died 26th Septr.
1764,
Aged 60 Years.

The news of the failure of Wolfe at Montmorenci reached England on the morning of the 16th October. It was made known to the public in an extraordinary Gazette of that date, and caused a general gloom.

The satisfaction with which they received the glorious accounts of victory brought by Colonel Hale, on the same evening with the publication of the Gazette, may be well imagined. A day of public thanksgiving was set apart by authority for the signal success of His Majesty's arms. The House of Commons addressed His Majesty to erect a national monument to the memory of Wolfe in Westminster Abbey, which was carried into effect, and to this day remains an object of patriotic interest and exultation.*

We take it for granted that our Tourist has no intention of terminating his tour with Quebec and its interesting scenery. For our own part, speaking from experience, we can assure him that a visit to the river Saguenay, unquestionably one of the most remarkable in many respects on this continent, will amply repay him for the money, time, and trouble which he may expend in it. With the view of accomplishing this object, he will do well to ascertain on landing at Quebec how soon the steamer may start, which makes occasional trips to the Rivière du Loup and the Saguenay, that he may so arrange his excursions for a few days around the city as not to let slip this most convenient way of visiting the grand scenery of

On the Coffin to the left is the following :—

The Honble.

Lieutenant Genl.

EDWARD WOLFE,

Died March 26th,

1759,

Aged 74 Years.

The vault was in perfect order, and no appearance of decay could be observed on the Coffins, save the ravages of the moth. Not a word was spoken, and all stood uncovered. Before retiring we placed a wreath of laurel upon the Coffin, and deposited in the vault a copy of the Quebec Mercury, of 21st November, 1839, containing a list of subscribers to our engraving commemorating the glorious victory and death.—*A. Hawkins.*

* Here terminate our extracts from Hawkins's valuable work on Quebec, of which every traveller should possess himself.

the noblest tributary of the St. Lawrence. If our Tourist should be of an accommodating spirit, desirous of adventures by land and flood, and of studying the characters of the Canadian people, he will find little difficulty in striking a bargain with some skipper, and transferring his luggage on board some one of the smacks or schooners that trade to and from the Saguenay. In sailing down the basin, which is between three and four miles wide, one cannot fail to be struck with the imposing appearance of the Citadel-city with its tin-covered cupolas, domes, and roofs. This capacious basin is in some places twenty-eight fathoms deep; and its water has no saline taste, although the spring-tide ordinarily rises from seventeen to eighteen feet, and the neap-tide from thirteen to fourteen. About five miles below the city the River is divided into the North and South Channels by the Isle of Orleans, which is nearly twenty miles long and about five broad. Like the island of Montreal, it forms a county. It is next to it in size, and approaches it in fertility of soil, furnishing Quebec with large quantities of grain and most sorts of provisions. Its fruits, especially apples and plums, though attaining to a greater degree of perfection than elsewhere in the District of Quebec, are inferior to those of Montreal. It was originally called the Isle of Bacchus from the number of wild vines. A good road encompasses the whole island, and several cross it. It contains five parishes, three of which are watered by the South Channel. The churches and tidy villages of St. Laurent and St. Jean are situated close upon the shore. Patrick's Hole, a little to the west of the former, is a well sheltered cove, where outward-bound vessels frequently come to anchor, and wait final instructions for sailing. The highest part of the island is just above Patrick's Hole, about four miles from the western extremity. On the south side of this elevation is placed the second of the chain of thirteen telegraphs that during the last war extended from Quebec to Green Island, which lies opposite to the mouth of the Saguenay. These had been discontinued and taken down for some years, but have since been re-established as far as Grosse Isle, for the purpose of communicating with the Quarantine Establishment there. In sailing down the River, the Tourist may be reminded that the trip to the head of steam-navi-

gation on the Saguenay is entirely in the District of Quebec, that the counties of Montmorenci and Saguenay intervene betwixt the Fall of Montmorenci and the mouth of the Saguenay, the latter county occupying, however, double the frontage of the former, and that from near Pointe Levi the four counties of Bellechasse, L'Islet, Kamouraska, and Rimouski extend in succession to the extreme District of Gaspé. A level tract of land, varying in width, extends from the River to a range of mountains, forming a continuation of the Alleghanies and terminating the prospect in the direction of Maine State and New Brunswick. The greater portion of this tract is under cultivation, and presents a striking contrast with the dark hue of the forests in the receding back-ground. At a short distance from the shore passes the highway, on either side of which is a succession of cottages and farm-houses, painted in a variety of hues, white predominating. The dwelling-houses are of wood, and the roofs are covered with thin pieces of ash, called shingles, which are nailed on in the same manner as slates in England. A parish-church with its tin-roof and belfry shining to the sun, overtopping the houses of a surrounding village, presents itself to the view at intervals of five or six miles. The seigniories, that extend along shore, and were granted when Canada belonged to France, are still chiefly possessed by French Canadians. According to the French laws the property of parents is at their death divided among their children. Large farms have thereby been split into small ones, and the new occupants, for the same reasons which guided their fathers, have placed their dwelling-houses and their *granges*, or barns, on the road side, so that the entire farming population, with the different tradespeople which such a population require, are settled in a nearly continuous line. From the River are seen the fences, forming the boundary of farms of great length and of very disproportionate breadth. In some instances the breadth is only a sixtieth part of the length. A few miles below Patrick's Cove are seen on the right shore the churches of St. Michel and St. Vallier, near each of which is a telegraph station. On passing the eastern end of the Isle of Orleans the River widens to eleven and twelve miles, and is beautifully varied by groups of islands, particularly those lying off the west end of Crane Island. Here

Cape Tourment is seen rearing its summit up to the height of eighteen hundred feet, and the lofty mountains behind bound the distant view on the north. On the southern side of Grosse Isle (Big Island, so called comparatively with many smaller ones around) is the Quarantine Establishment, off which all merchant vessels are obliged to anchor till they undergo examination by the Medical Superintendent appointed by Government, and, if not detained are allowed to proceed to Quebec. At the Lazaretto here five thousand emigrants died of ship-fever in 1847. In connection with this statement it is lamentable to be recorded, that about four thousand emigrants perished at Montreal, and that about twenty thousand, chiefly Irish, perished either at sea or in the Government sheds of this Province in 1847. Several medical men and clergymen, who caught the infection during the discharge of their perilous duty, fell victims. A little below are seen the church and village of St. Thomas on the Rivière du Sud, over which is built a handsome bridge, called the 'Regent's Bridge'. On the other side of this river is a church dedicated to St. Peter. The soil in this locality is so productive, especially in corn of every species, that it has obtained for it the distinguishing epithet of the "Granary of the Lower District." Crane Island and Little Goose Island, which at high water appear two islands, are at low water connected by an isthmus affording ready passage in *charrettes*, &c. They are together about twelve miles in length, and are well peopled and cultivated, producing wheat much beyond their own consumption. The marshes produce abundance of fine hay, and afford pasture sufficient for upwards of two thousand head of cattle. These islands were originally appendages of the seigniory of Rivière du Sud, but many years ago became the property of Mr. M'Pherson, and are now generally called "M'Pherson's Island." The residence of the proprietrix is at the N. E. end. On the north side is a church with a village. Soon is seen the church of L'Islet de St. Jean on a point of land, which is completely isolated at high water. Hence has arisen the name of the seigniory, which has extended itself to the county, which fronts the River for thirty-eight miles.—It is worthy of notice that the St. Lawrence, in its course from the Isle of Orleans to beyond the mouth of the Saguenay, is

irregularly divided into two or three channels, called the North, Middle and South, by a series of islands connected with each other by rocky or sandy formations, many of which are visible at low water. This circumstance, and that of shoals frequently stretching out from the southern shore, narrow in many places the deep water, and render the navigation both intricate and dangerous. This is eminently the case with the Channel beyond the *Rivière du Sud*, named the *Traverse*. Though the River is here thirteen miles across, yet the *Isle aux Coudres* (Filbert Island), the shoal of *St. Roch*, and that called the *English Bank*, so interrupt the fair-way that this passage, which is usually chosen by pilots, does not exceed in width seventeen hundred or eighteen hundred yards between the buoys that mark the edge of the shoals. This *traverse*, or the "Narrows," presents the most intricate navigation below Quebec from the number, strength, and irregularity of the currents. The ebb-tide runs at the rate of seven knots, and the flood at the rate of five or six, and there is no anchorage. On this account large vessels require to consult the proper time of the tide for passing without accident. The distance from Quebec to the Light-vessel at the *Traverse* is fifty-five miles. *Coudres Island* is the largest below Quebec except *Orleans*. It was settled at a very early period, forms a parish by itself, and has a church. It is tolerably fertile, but requires its produce for its own population. It belongs to the ecclesiastics of the Seminary of Quebec, to whom it was granted in 1687. After passing the *Traverse* the settlements on *St. Paul's Bay* on the North Shore, enclosed within an amphitheatre of mountains, present themselves to view. Here commences the county of *Kamouraska*, which fronts the River for thirty miles. The tract of country watered by the *Ouelle* is very productive and regularly transports to Quebec many marketable articles. Near the entrance of the *Ouelle* into the *St. Lawrence* a porpoise fishery was once carried on to a considerable extent. The village of *Kamouraska* is in summer much enlivened by visitants, who resort to it for sea-bathing. It has the reputation of being one of the healthiest spots in the Lower Province. The islands of *Kamouraska* are of little value, being almost bare rocks. They afford shelter, however, in stormy weather

to numbers of small vessels that are continually passing hereabouts. The general aspect of the country here deserves the attention of the geological observer. From the bank of the River a very level tract stretches almost to the foot of the mountainous range behind. The even surface of this tract is in various parts singularly embossed with abrupt masses of granite, varying from twenty to thirty yards of perpendicular height, and embracing a circumference of three or four acres and upwards. They are destitute of anything like a covering of soil, and produce only dwarf pine-trees and creeping shrubs. On reflecting that the bed of the River is almost dry between the Kamouraska Islands and the shore at low water, and contrasting the position, appearance, and striking resemblance of these isolated mounds on *terra firma* with the adjoining islands, the geologist is naturally led to the conclusion, that this level tract was at some period submerged beneath the more widely spreading waves of "the mighty St. Lawrence," and that the elevations in question formed islands exposed to the action of its waters. Between Kamouraska and River du Loup, a distance of a dozen miles, lie the Pilgrims, a group of five islands. At low water carts can pass from the mainland to this group and the Kamouraska one. Rivière Du Loup contains about a thousand inhabitants, there being a larger proportion of English and Scotch than is usually found in the smaller towns of Canada East. There is an Episcopal Church here, perhaps the only one eastward of Quebec. About a mile in the rear is a picturesque waterfall of about eighty or one hundred feet. To this place and Cacona, which lies about ten miles below, many families resort for the benefit of sea-bathing. Cacona is a rocky peninsula, three hundred and fifty feet high, being connected with the mainland by a marshy isthmus. At Rivière du Loup commences the Grand Portage Road, which leads to Lake Temiscouata, a distance of thirty-six miles. Hence is the route, *via* the Rivers Madawaska and St. John, to St. John in New Brunswick, and Halifax. The situation of Du Loup is more romantic, but Cacona has the advantage of purer and stronger water. Both command an extensive prospect of the St. Lawrence, which is here upwards of twenty miles wide, studded with islands, and bounded on the opposite shore by lofty and

rugged mountains. The sojourner is enlivened by the sight of numerous large vessels constantly navigating the broad expanse. Green Island lies off Cacona, and has a light-house sixty feet above the sea. The light is fixed, and can be seen at the distance of from twelve to seventeen miles, according to the height of the observer's eye from ten to sixty feet. The light is shown from sunset to sunrise between the 15th of April and the 10th of December. From this light-house to the light-vessel at the Traverse is fifty-four miles; and for the first thirty miles above, the River is divided into the North and South Channels by numerous islets with banks and reefs attached to them. Among these we may mention Hare Island, which is seven miles long in the direction of the River, and the three Brandy Pots, off which vessels bound down, and waiting for a wind or the tide, usually rendezvous. These islands are upwards of one hundred miles from Quebec. It is worthy of notice that the islands, reefs, and ridges along the Southern Shore from Quebec downwards, are of gray-wacké and slate. These southern ridges only rise a few hundred feet, while the granitic mountains of the North Shore in some parts exceed an elevation of two thousand feet above the River.—Before transporting our Tourist to the Saguenay, we notice briefly the North Shore from that river to Cape Tourment. In most parts granitic hills rise immediately from the River, forming steep or precipitous headlands. Near the western entrance of the Saguenay these hills do not exceed one thousand feet in height, but those of Eboulemens attain an elevation of two thousand five hundred and forty-seven feet above the tide-waters of the River. The cliffs at either entrance of the Saguenay are of clay. Capes Basque, Dogs, Salmon, and Eagle are described in succession, and present the same bold and precipitous features. A little eastward from the last the Settlements begin, and continue along the shore to Quebec. A few miles beyond is Murray Bay, at the head of which is a village with a church delightfully situated at the mouth of a river, on which are grist and saw-mills. Few places in Canada can be justly compared with this in beauty of scenery. Here lumber is shipped to a considerable amount. Malbay and Eboulemens Rays lie south-west. Slight shocks of earthquakes are occasionally felt here, and in their neighbourhood. It is remarked

that for six miles below, and from off Murray Bay to Cape Diabie on the South Shore, a distance of ten and a half miles, the River is clear from detached shoals, and has deep water from side to side. The want of good anchorage renders this part of the North Channel from Saguenay to Murray Bay unfit for general use. In the other channel a vessel can anchor almost anywhere above Cacona.—The St. Lawrence at its junction with the Saguenay is two and a half miles broad between Point Vaches and Alouette, Point at either entrance. It is a remarkable circumstance that the depth of the former at this place is two hundred and fifty feet, while that of the latter is nearly a thousand; so that, should the bed of the St. Lawrence become dry, there would remain a depth of upwards of seven hundred feet in the Saguenay. A little above Point Vaches at the east entrance is situated Tadousac, on a semi-circular terrace at the top of a beautiful bay with a sandy beach, hemmed in by mountains of solid rock, and thus presenting a secure retreat from almost every wind, though the entrance to vessels descending the St. Lawrence is somewhat intricate. Tadousac is interesting from the circumstance of its having been at an early period the capital of the French Settlements, and on that account always called at by the first explorers of the Great River. It is the principal trading-port of the Hudson's Bay Company below, Quebec, who nominally occupy the whole tract of country lying between the Saguenay and the North Shore of the St. Lawrence. This company, in addition to other large tracts of country, now represents a body called the King's Posts' Company, that early obtained a lease of the territory from the French Government, under the title of "The Domaine," with the exclusive right of trading, hunting, and fishing. Here is the ruin of a religious establishment of the Jesuits, which is considered to have been the first building of stone and mortar on the Continent of North America. There is still standing in excellent repair a chapel, which is understood to have been built by Jesuit Missionaries among the Indians. About a mile and a half hence are pointed out some flat lands, which are said to have been the gardens of the Jesuits. The few houses composing the village are chiefly occupied by Indians in the employ of the Company. About half a mile to the north is the extensive lumbering establish-

ment of William Price, Esq., of Quebec. This spot is the principal port on the Saguenay. It may be noticed here that this gentleman has established and carries on all the saw-mills on the Saguenay and Lower St. Lawrence. He gives employment to upwards of two thousand men, and sends annually to Britain about one hundred ship-loads of timber in the shape of deals. From Pointe aux Alouettes (Lark Point) at the western entrance to Grand Bay, a distance of sixty miles, the scenery on either bank is acknowledged unrivalled for magnificent grandeur and wildness, whilst the river, varying in width seldom more than from one to two miles, presents an unruffled surface over a depth not less in many parts than a thousand feet. The shores present a steep rocky front, composed chiefly of granite, and thinly clad with pines, birches, and other trees of northern climes. At a few intervals are seen small clearances at the head of coves, where saw-mills have been erected. Into these coves are discharged the waters of rapid tributaries, flowing through vallies generally capable of cultivation, although thickly wooded. The dark naked bluffs, which every bend brings in view, are generally about eight hundred feet in height, while some shoot up beyond fifteen hundred. Of this description are Cape Eternity, Point Trinity, the Tableau, and La Tête du Boule. Within a few feet of these precipitous shores the depth is usually as great as towards the middle of the channel. Ever-and-anon the eye is attracted by the sight of an eagle sweeping along the summits of these beetling cliffs, or by salmon leaping into the air for their insect food, whilst numerous seals are seen popping their dark heads out of the waters, and white porpoises in droves tumbling their huge bodies. Nearly fifty miles up, the Saguenay turns suddenly to the northward between Cape East and Cape West, a beautiful expanse receding from the west bank to the distance of nearly ten miles. At its extremity is situated a village, at the mouth of a small river, upon which is a large saw-mill, giving employment to a number of men. The progress of this settlement was considerably retarded by a destructive fire in 1846. There is a Roman Catholic Church in the village; and some fine farms are springing up at different points on the Bay. It is said that the Bay was originally called "Ah! Ah!"

or "Ha ! Ha !" descriptive of the surprise which was experienced by the first French explorers, when they ascertained that this expanse, instead of conducting up the noble river, had no other outlet except the one by which they had entered it. Hence to the trading-port of Chicoutimi, which by land is about ten miles distant, but upwards of twenty by water, the river is comparatively shallow, and tastes fresh when the tide is out. Chicoutimi is an important trading-port, containing two settlements about two miles apart, and has a population of upwards of four hundred, chiefly French Canadians employed in lumbering. It has been observed that grain ripens earlier in this locality than around Quebec. In the vicinity there stands on an eminence a small rude Catholic Church almost entire, but stripped of all its ornaments except a crucifix and a few candle-sticks. It is said to have been constructed by Jesuit missionaries upwards of a century ago. Several of these were buried in the church, and the tombstones may still be seen. In the belfry is a bell, on which is an inscription that has hitherto baffled the learned of Canada to explain or translate. About fifty miles above Chicoutimi, the Saguenay issues from Lake St. John, which is about forty miles long, and receives eleven large rivers. The country surrounding the Lake is well timbered, and rather level, and holding out the prospect of being well adapted for agriculture, while the climate is said to be far preferable to that of the sea-coast of the St. Lawrence. The only outlet of the Lake besides the Saguenay is the Metabethshuan, the waters of which, after passing the expanse of Lake Kiguagomi, become the Chicoutimi, and unite with those of the Saguenay near the village of Chicoutimi. The portion of the Saguenay from this village to the Lake is unavailable on account of the numerous falls and rapids, and the Chicoutimi affords a very circuitous communication by boats through the Lake Kiguagomi and the River Metabethshuan. The influence of the tide is felt as far up as the Rapid of Terre Rompue, six miles above Chicoutimi. The ordinary spring-tides rise seventeen feet at Tadousac, and twelve at Chicoutimi. To this point schooners and steamers can ascend with the assistance of flood-tide, and the largest ships to Point Roches, fifty-seven miles up. At the mouth of the Metabethshuan on the south shore of Lake St. John

is situated one of the King's Posts, leased by the Hudson's Bay Company. It was established by the Jesuit missionaries in the sixteenth century, and traces of their cultivation still remain. On both shores of the Saguenay at frequent intervals occur good anchorages for vessels. Chicoutimi, the name which the Indians originally gave to this *deep* tributary of the Great River, is said to denote *Deep water*, while the name imposed on it by the Jesuit missionaries is Saguenay (Sacnez), the interpretation of which is *Nose of the Sack*. Tadousac is a transposed corruption of Saguenay.

APPENDIX.

THE OTTAWA, CALEDONIA SPRINGS, BYTOWN,
ETC.

As the romantic scenery of the Ottawa, especially in the neighbourhood of Bytown, and the benefits resulting from the use of the Caledonia Springs, deservedly induce numerous tourists and invalids to visit these localities every season, we subjoin a brief notice. With this view the passenger will leave the terminus of the Rail-road at Montreal for Lachine at eight, A. M. At Lachine he embarks in the steamer for Point Fortune, which is distant upwards of forty miles on the south side of the Ottawa. He proceeds for a short time along the north shore of the expansion of the St. Lawrence, called Lake St. Louis, passing on the right Pointe Claire, and to the left Isle Perrot, so called after the *Sieur* to whom it was originally granted. The island is seven miles long by three in width, is tolerably well cultivated, and has ferries to the Island of Montreal and the mainland. It contains a church. At the south-western extremity of the Island of Montreal, the traveller passes through the St. Anne's lock, thus avoiding the Rapid celebrated in the 'Canadian Boat Song,'* and enters the Lake of Two Mountains, into which the

* On account of the frequent communication betwixt the islands and mainland at the confluences of the Ottawa and St. Lawrence, great numbers of Canadian *habitans* along the shores, instead of attending to agricultural pursuits, follow the occupation of *voyageurs*. They are much employed in managing the large rafts of lumber that are yearly floated down the Ottawa and St. Lawrence to Quebec, and many accompany the arduous expeditions of the officers of the Hudson's Bay Company to the North West. The flourishing village that surrounds the church of St. Anne mainly owes its exis-

Ottawa widens before contributing its vast influx of waters to the St. Lawrence. This lake is twenty-four miles long and in some parts six miles wide. In its lower part is soon seen' Isle Bizare, so named from the Seigneur to whom it was originally granted. It is well cultivated, and is four miles long by two in breadth. There is no church or village in the island. North of Isle Bizare extends Isle Jesus or Jean, parallel to that of Montreal. It is possessed by the Bishop and Ecclesiastics of the Seminary of Quebec. It was originally named L'Isle de Montmagny, in honour of Champlain's immediate successor in the administration, who rendered himself such a favourite with the Indians that they continued ever after to apply to the French Governors the title of *Oninthis*, which signifies *Great*

tence and support to the contributions of the Canadian *voyageurs*, who seldom fail to pay their offerings at the shrine of St. Anne before engaging in any enterprise. Captain Franklin mentions that one of his Canadians, when nearly two thousand miles distant, requested an advance of wages that an additional offering might be transmitted by the hands of a friend to the shrine of his titular saint, St. Anne. Premising that the *Ottawa* used to be called the *Uttawa*, we subjoin Moore's well known verses.

CANADIAN BOAT SONG.

Faintly as tolls the evening chime,
Our voices keep tune, and our oars keep time ;
Soon as the woods on shore look dim,
We'll sing at St. Anne's our parting hymn.
Row, brothers, row ! the stream runs fast,
The rapids are near, and the day-light's past.

Why should we yet our sail unfurl ?
There is not a breath the blue wave to curl
But, when the wind blows off the shore,
Oh, sweetly we'll rest our weary oar.
Blow, breezes, blow, &c.

Uttawa's tide ! this trembling moon
Shall see us float o'er thy surges soon ;
Saint of this green isle, hear our prayer,
Grant us cool heavens and favouring air.
Blow, breezes, blow, &c.

Mountain and corresponds to *Montmagny*; but the reverend grantees bestowed upon it the present appellation. It contains two parishes and has several corn and saw-mills. It is upwards of twenty miles in length by five in breadth, and belongs to the county of Terrebonne. It is level and well cultivated, and contains a population of about ten thousand.—It may be noticed here that the Ottawa, or Grand River, as it is sometimes called, issues from Lake Temiscaming, which is situated to the north of Lake Huron, and after a south-eastern course of about four hundred and fifty miles joins the St. Lawrence, forming a boundary betwixt the Upper and Lower Provinces. On the north shore of the Lake of Two Mountains are settlements of Algonquin and Iroquois Indians, numbering about one thousand. They have adopted many Canadian customs and speak French well. They are Roman Catholics, and have a school conducted by a French Canadian. One of the two conspicuous mountains that give name to the county of Two Mountains is called *Mount Calvary* or *Calvary*, on the summit of which are the remains of some buildings that have long borne the appellation of the *Seven Chapels*.—On landing at Point Fortune the passenger is distant twenty-seven miles from the Springs, for which he will find the stage in readiness to depart, and which, having dined on board the steam-boat, he will reach in time for tea. The discovery of the Mineral Springs at the village of Caledonia has been the sole cause of the formation of a settlement here. The Hon. Mr. Grant first noticed the peculiar qualities of the Spring about 1806, whilst he was beaver-hunting. It is remarkable that at that time there remained vestiges that the springs had been known to, and appreciated by, the Aborigines, as a beaten track led to their source, and the trees around were inscribed with rude hieroglyphical figures. This circumstance, however, has been observed to mark mineral springs elsewhere in the Province. A settler of the name of Kellogg, while engaged in deer-hunting, was struck with the singular smell and taste of the waters, the use of which convinced him of their medicinal qualities. He recommended their use to his neighbours, who began by-and-by to resort to them in considerable numbers. Seeing that the Springs might be made a source of profit to himself, Kellogg erected a *shanty* upon the spot,

and charged a small fee for the liberty of using the waters. They now assumed the character of a Spa, and attracted invalids from some distance. A house was erected for the accommodation of visitors, and the wonderful efficacy of the waters was more and more acknowledged. In 1835 they were purchased by Mr. Lemuel Cushing, who erected a Hotel in the hope that a better class of visitors might be induced to resort thither. Up to this period little had been done towards improving the roads leading to Caledonia, and still less towards attracting visitors to prolong their stay by doing somewhat for the surrounding locality. At length the property in 1836 came into the possession of William Parker, Esq., who immediately commenced improvements by clearing and building. The springs were secured from the drainings of the land, cleaned out, and encased. In 1837 the land in the vicinity was laid out in lots for a village, having a large public square in the centre. Besides the erection of a well stocked store, and of a large hotel, a post-office was established, and a carriage-road opened through the woods to the Settlement. In June of 1838 the Hotel, called "*The Canada House*," and capable of accommodating one hundred persons, was opened under favourable circumstances, and received a great influx of visitors. A bath-house also was erected, and an octagon temple over the Gas-spring. The value of the land had now advanced fifty per cent, several shops had sprung into existence, and the Caledonia Springs held out most encouraging prospects of success, when a most untoward event occurred, which seemed to have inflicted a mortal wound on the proprietor's enterprising exertions. The new hotel was entirely destroyed by fire in a single night, a little more than a month after it was opened. So convinced, however, were the visitors of the benefits they had received from the use of the waters, that most preferred to remain and put up with such lodgings as could be hastily prepared, than to forego these benefits by returning home. The proprietor was thereby so encouraged that, when winter set in, the entire frame of the new hotel was completed upon the site of the one destroyed. In order to have the means of suitably finishing and furnishing the hotel, and continuing further improvements, he had recourse to the sale of one hundred building lots, that had been already

laid out around the Springs. These lots were valued at £25 each, and the purchasers had their chances of location by a *tirage au sort*. The undertaking proved successful, and the drawing took place at Montreal in March of 1839. Through the liberal patronage of many influential persons in both Provinces, the proprietor was thus enabled to throw open the present splendid hotel to the public in the following July, and throughout the season began to see some accomplishment of his hopes, and to derive some reward from his great exertions and outlay. By a second *tirage au sort* at Montreal in June of 1840, the terms of which we cannot now state, Mr. Parker was enabled to realize a large sum, the whole of which was expended in making various alterations and additions to the attractions of the Spa. Besides the enlargement of the Hotel and the improvement of the Baths, a billiard-room and ball-alley were built and furnished, a weekly newspaper, called "Life at the Springs," was established, and a church and school-house erected. Since that time improvements have been made each successive year. Among these we may mention the circular railroad. It bears two cars, traversing in opposite directions, and carrying each two persons; they are impelled by the riders, and thus afford amusement and healthful exercise. A well beaten race-course encircles the property, and affords an arena for matches among the visitors or a riding-ground for exercise. The spacious galleries around the Hotel command a view of its entire extent. Gentlemen fond of fishing and shooting can find good employment for rod and gun. The lawn is at hand for cricket, quoits, and "*la grace*." There is a boarded walk through the woods to the *New Spring*, which is distant more than two miles. There are four Springs, called the *Saline*, *Sulphur*, *Gas*, and *Intermittent*. The water is bottled and exported in large quantities. For full particulars of the history, rise, and progress of the Caledonia Springs, we must refer the reader to Mr. Parker's pamphlet, in which has been adduced ample attestation of the efficacy of the waters in the cure of rheumatism, cutaneous diseases, dyspepsia, liver complaint, &c. &c. The Springs' property has within the last three years passed into the hands of John L. Wilkinson, Esq. The Canada House is now leased by Mr. William Scobie, formerly of the Catskill Mountain Hotel,

whose management in former seasons gave much satisfaction.—We shall now transport our Tourist back to Point Fortune, and introduce him to the scenery of the Ottawa above that point. Before doing so, it is proper for him to notice that one county of Lower Canada occupies the extreme tongue of the peninsula formed by the Ottawa and St. Lawrence, and is thus disjoined entirely from the rest of the Lower Province. It is named after the Marquis de Vaudreuil, who was Governor from 1705 to 1726. It contains the pleasant villages of the Cedars and Coteau du Lac on the St. Lawrence, and Vaudreuil and Rigaud on the Ottawa. Between this county and the Rideau River or Canal lies the Ottawa District, comprising the counties of Prescott and Russell. This district is settled by a very mixed population, that are much more engaged in getting out lumber for the Quebec market than in improving the soil. In Hawkesbury West is the most extensive establishment for sawing lumber in Canada West, furnishing employment to above two hundred hands. There is also a large establishment at Hawkesbury East, containing grist, oatmeal, and saw-mills. From Point Fortune the Tourist is conveyed by stage to L'Orignal, which is the District town. It is mainly supported by the offices of the District being kept here, and by the transit of passengers. The population does not amount to three hundred. The descent of the Ottawa from L'Orignal to Point Fortune contains rapids of such a description as precludes the ascent of steam-boats or other vessels. On the opposite shore Government constructed the Grenville Canal for the purpose of avoiding the three successive obstacles,—the Carillon Rapids, the Chûte à Blondeau, and Long Sault. It is divided into three corresponding parts, and cost £267,254. The locks are one hundred and thirty-four feet long, and thirty-three broad. From L'Orignal the steamer takes passengers without interruption to Bytown, a distance of sixty miles. The scenery on the Ottawa is frequently magnificent, and particularly in the neighbourhood of Bytown. The country on its banks is not generally well adapted for agriculture. It derives its principal importance from the immense quantity of pine-timber felled on its banks and those of its tributaries. Down this river is conveyed the principal portion of the timber exported from Canada to

Great Britain. A vast number of hands are employed in its preparation during the long winter, and in rafting it to Quebec during the summer. In the prosecution of the latter occupation not a few perils are encountered in the navigation of the rapids, even when committed to the most experienced *voyageurs*. It is indeed a gay sight to behold on the broad expanse of the St. Lawrence under a cloudless sky a fleet of these rafts, manned each by some twenty rowers or more, striking their huge oars in cadence, and enlivening their toils with popular airs and hymns, but chiefly with the *refrain* (chorus) of *A la Claire Fontaine*.* They sometimes take advantage of a favourable wind by erecting across the raft a wall of perpendicular deals. The rafts are generally anchored at night, and the hardy raftsmen

• A LA CLAIRE FONTAINE.

1

A la claire Fontaine
M'en allant promener,
J'ai trouvé l'eau si belle
Que je me suis baigné ;
Il y a longtemps que je t'aime,
Jamais je ne t'oublierai.

2

J'ai trouvé l'eau si belle
Que je me suis baigné,
Et c'est au pied d'un chêne
Que je me suis reposé ;
Il y a longtemps, &c. &c.

3

Et c'est au pied d'un chêne
Que je me suis reposé ;
Sur la plus haute branche
Le rossignol chantait ;
Il y a longtemps, &c. &c.

3

Sur la plus haute branche
Le rossignol chantait :—
—Chante, rossignol, chante,
Toi qui as le cœur gai ;
Il y a longtemps, &c. &c.

repose in their plank *shanties*. Sometimes, however, rafts may be seen floating quietly down the stream during the still night, while brilliant fires light up the figures of the raftsmen. Within these few years much has been done to facilitate and assure the passage of lumber down the Ottawa by the construction of *slides* and *dams*, and by the removal of many obstructions, such as rocks, &c. The four following slides, viz., the Madawaska, Mountain, Calumet, and Joachim, cost £24,438 2s 3d. Bytown is the head-quarters of the lumberers, upon whom it principally depends for support. It is

5

Chante, rossignol, chante,
Toi qui as le cœur gai ;
Tu as le cœur à rire,
Moi je l'ai à pleurer ;
Il y a longtemps, &c. &c.

6

Tu as le cœur à rire,
Moi je l'ai à pleurer ;
J'ai perdu ma maitresse !
Sans pouvoir la trouver ;
Il y a longtemps, &c. &c.

7

J'ai perdu ma maitresse,
Sans pouvoir la trouver ;
Pour un bouquet de rose
Que je lui refusai ;
Il y a longtemps, &c. &c.

8

Pour un bouquet de rose
Que je lui refusai ;
Je voudrais que la rose
Fût encore au rosier ;
Il y a longtemps, &c. &c.

9

Je voudrais que la rose
Fût encore au rosier,
Et que le rosier même
Fût dans la mer jeté.
Il y a longtemps, &c. &c.

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situated at the mouth of the Rideau River or Canal, and is named in honour of Colonel By, its able engineer. The large house, which the enterprising colonel occupied for several years, was burnt to the ground last year (1848) to the universal regret of the inhabitants. Bytown is the District-town of Dalhousie, and contains a population of nearly ten thousand. It is known as Upper and Lower Bytown. The former is situated about half a mile higher up the river, and on considerably higher ground. The land on which it is erected, together with a portion of that composing the Lower Town, was purchased some years ago for £80, and is now computed to be worth upwards of £50,000. The appearance of the town has recently been much improved by the erection of several handsome stone buildings. A fine single-arched bridge of hewn stone, called the "Sappers and Miners," is thrown over the Rideau Canal, connecting the Towns. Eight handsome locks have been constructed to overcome the fall of thirty-four feet in the River. The Barracks, which occupy a commanding situation between the Towns, are garrisoned by a company of Rifles. From the Barrack-Hill is commanded a magnificent view, embracing the Chaudière Falls, the Rapids above them, the Union Suspension Bridge (which connects Upper and Lower Canada, and cost £17,133 17s. 5d.), and the Mountains to the North, with the Ottawa, a hundred and fifty feet below, gliding on in its winding course, dotted with numerous rafts, till it is lost in the distance. In the Upper Town are agencies of the following banks, viz., Montreal Bank, Bank of British North America, City Bank of Montreal, Commercial Bank, and Upper Canada Bank. In it are three churches, the Episcopal, Presbyterian in connexion with the Church of Scotland, and Methodist. The Lower Town is chiefly inhabited by Irish and French Canadians, the latter amounting to about a third. It contains the following places of worship,—the Roman Catholic Cathedral, which is well worthy of a visit, Free Church, Baptist, and two Methodist. Here, also, are a Roman Catholic College and Nunnery. Bytown has recently become the official residence of a Roman Catholic Bishop. It sends a representative to the Legislative Assembly. We regret to understand that the Commercial Reading-room, and Mercantile Library Association,

which were in existence a few years ago, are now defunct. The Mechanic's Institute is flourishing, in which lectures are generally delivered each week during the winter. Three weekly newspapers are published. The principal hotels are Doran's and M'Arthur's. Slides are now constructed on both sides of the river for the passage of rafts. Here is measured all the timber that has been cut on Crown Lands above, and the owner enters into a bond for the payment of the duties at Quebec. In 1844 the quantity of timber brought down amounted to the estimated value of £256,356 16s. and the duty thereupon was £23,805 9s. 3d. The timber cut on private lands may be estimated about one-third of the above, or £85,399 7s. 2d., making the total £341,756 2s. 2d. New Edinburgh, which is about two miles distant from Bytown, contains, besides an extensive cloth-factory, carding, deal, and flour-mills, a distillery, and other works. They are owned by the Hon. Thomas Mackay, who resides at the handsome mansion of Rideau Hall. Perhaps no place in Canada affords a better field to the sportsman with gun or rod than the vicinity of Bytown. Trout of every size from one to twenty pounds are abundant; bass, pickerel, pike, and white fish are superabundant. In the spring and fall there is excellent duck-shooting; in winter partridges, woodcocks, &c., abound; and a two days' journey on snowshoes will bring the sportsman to the haunts of the moose, while deer are found in the immediate vicinity.—Before accompanying the Tourist along the Upper Ottawa, the romantic scenery of which has of late years been attracting not a few visitors, we notice briefly the Rideau Canal. This canal was constructed by Government chiefly for military purposes, with the view of transporting supplies and stores from the Lower to the Upper Province by an interior line not exposed to attack from an enemy. It forms a communication betwixt Bytown and Kingston, a distance of about one hundred and thirty miles. The level being two hundred and eighty-three feet up from the Ottawa, and one hundred and fifty-four down to Ontario, forty-seven locks were required, costing £6000 each. Its completion cost the vast sum of £803,774, not including a considerable sum for accidents and repairs. The river receives the name of Rideau from

the resemblance to a *curtain* which the beautiful fall of about thirty feet at its mouth presents. The Canal is formed through the bed of the Rideau, with two or three deviations on account of obstructions, through the Great Rideau Lake, and Mud Lake, into the bed of the Cataraqui River to Kingston. But little of the land on the Canal is under cultivation, as much of it is poor and rocky. Thousands of acres of cultivable land have been flooded by the damming of the rivers for the formation of the Canal, and immense quantities of timber have been consequently destroyed. Notwithstanding the deserted miserable appearance which is presented in several parts by great numbers of trees still standing dead amid water, there are some picturesque and even romantic scenes. The finest spot is Kingston Mills, about six miles above Kingston. Formerly the traffic was very great, as, before the opening of the St. Lawrence Canals, the merchandize intended for the country beyond Kingston was transported by this line at a great expense, whilst the major part of passengers from Montreal ascended by the same route.—The Tourist will proceed in the morning by a *calèche* to Aylmer, which is distant some eight miles. The drive is interesting, at a short distance from the Ottawa, which is here very wide. On crossing the Suspension Bridge he will enjoy a view of the magnificent Chaudière Falls, which are two hundred and twelve feet broad, and sixty high. On the Hull or Canada East side the water descends into a large basin, a large portion of which is believed to escape by subterraneous outlets. Hundreds of logs, that have fallen into this basin, still remain. From Aylmer an iron steamer plies to the Chats. The interval comprises the expansions of the River, called Lake Chaudière and Du Chêne. The approach to the Chats Falls is most imposing. The Cascade, generally about twenty-five feet, extends across the river in a curved line, and is divided into upwards of a dozen distinct falls by a number of wooded islands. The River, three miles above, contracts suddenly, and dashes through the Rapids of the Chats in violent eddies amid a labyrinth of islands. On the Canada West side is situated Fitzroy Harbour, containing about five hundred inhabitants, and a Catholic Church. The space between this and Mississippi Island is unnavigable. On the other side is the landing-

place for the Union Railroad, which conveys the passengers to the steamer that plies to Portage du Fort, the head of navigation on the Ottawa. The Chats Lake is a magnificent expanse about fifteen miles in length, and dotted with richly wooded islets. Between the Canada West side and Mississippi Island there is a narrow passage, called the *Snows* or *Snow Rapids*, distant twenty-eight miles from the Harbour. The current is very rapid, and the boat-channel at the upper end only forty feet wide. On emerging from this channel a fairy scenery enlivens the ten miles to the Portage du Fort. On the south side is Kinnell Lodge, once the residence of the Highland Chieftain, Macnab. It is worthy of notice here that a prodigious number of pine-trees died on the high lands on both sides of the Ottawa in 1832, the first year of the cholera. This devastation is said to have extended two or three hundred miles. The phenomenon is a singular one, nor, has it, as far as we are aware, been explained. A similar destruction recently visited the pine-trees of Virginia, from which turpentine is extracted. A drive of eight miles takes the traveller to the foot of the Calumet Rapid, where a scow will convey him across to the Great Calumet Island, and a further drive of two miles will conduct him to the Rapids. Half a mile beyond is the Fall, a continual cascade of about seventy yards. The timber-slides here are admirably constructed, one of which is upwards of two hundred yards in length. At the Calumet may be collected beautiful geological specimens, some of which contain a large portion of mica. Still farther up is another large island, called 'Petit Allumet Island' or 'Black River Island.' Beyond the Portage des Allumettes the upper part of the Ottawa is used by the fur-traders, who have a post also on Lake Temiscaming, more than three hundred and fifty miles above the junction of the Ottawa with the St. Lawrence. It is to be noticed that from Bytown to Fitzroy extends the Dalhousie District, whilst the Bathurst District extends above Fitzroy, both having the Ottawa for their northern boundary. Beds of marble of various shades of colour extend through the latter district. Fine white freestone, limestone, and granite, also, abound in this district.

FORT CHAMBLY, BELOEIL MOUNTAIN, ETC.

As the British and French inhabitants of Montreal usually flock to Chambly and Belœil during the summer months for the enjoyment of the beauties of natural scenery, which are there so lavishly presented to the view, we would be at fault did we omit to introduce the Tourist to these localities, as he can now be transported to them so comfortably and speedily by the St. Lawrence and Atlantic Railroad, should he prefer such a method of conveyance before that by a calèche over a good plank-road. We shall lay before him both routes, that he may have his option of either. A comfortable calèche and steady driver being procured at Montreal, he proceeds to the Current St. Mary, about a mile below the city, where an excellent steam-ferry boat conveys him across to Longueuil. During this passage he enjoys a delightful view of Montreal and its wooded Mountain, whose summit attains an elevation of six hundred and seventy-six feet above the level of the River, and of St. Helen's with its batteries, while villages are seen to skirt the shores on both sides. The plank-road, which is eighteen feet wide, was constructed under Provincial enactments at a cost of £17,500, including the steam-ferry-boats. The country is remarkably level, and the soil is mostly a fine black mould, well adapted for the growth of most kinds of grain and agricultural produce. The farmers' houses generally bespeak comfort and prosperity. A few miles from Longueuil there is a small swampy patch, and about half way to Chambly there is another of greater extent, which are respectively known as the *Petite* and the *Grande Savanne*. These tracts, which were formerly entirely unproductive, have, by a good system of drainage undertaken by the residents, and in some measure by the Provincial appropriations for the improvement of the road, been converted into excellent arable land. The seigniory of Longueuil, which extends nine miles in depth, was granted in 1700 to the direct ancestors of the present Baron de

Longueuil. It was in this section of the road that the first positive insurrectionary movements manifested themselves in November, 1837. On leaving the seigniory of Longueuil that of Chambly is entered. The whole has been conceded, and two-thirds were granted before the conquest in 1759. The land is well settled and fully cultivated. The road, after crossing the little River Montreal, which falls into the Richelieu, turns somewhat to the westward, and reaches the banks of the latter at a beautiful circular expansion, nearly two miles in diameter, called the *Basin of Chambly*. This is embellished with several islets, covered with verdure and natural woods, as ornamentally dispersed as if by human ingenuity and art. At the foot of the Rapids the dark-hued foliage of the trees contrasts well with the brilliant whiteness of the foaming current and the clear-blue colour of the more tranquil part of the stream. The placid surface of the calm Basin; the spires of the various churches, glittering brightly in the noon-day sun; the numerous pretty cottages within view, and the interesting features introduced into the scene by the rugged outlines of the dark and isolated eminences of the Montarville, Belœil, Mount Johnson, Rougemont, Shefford, and the more distant glimpses of the Orford peaks, and the Green Mountains of Vermont—all tend to render the prospect truly enchanting to the beholder. Chambly consists chiefly of one extensive street, which follows the sinuosities of the Basin. It comprises above one hundred dwellings, many of which are substantially built of stone. These are in general tastefully ornamented with gardens well furnished with flowers, fruit-trees, &c. This is commonly called the *French Village* in contradistinction to the *English Village* or *Canton*, and contains an elegant Roman Catholic Church, dedicated to St. Joseph. Its interior is richly decorated. At hand is the residence of the much respected Curé of the parish. The College of Chambly was originally commenced under his auspices, and principally endowed from his private resources. The foundation was laid in June, 1826, and the main portion of the edifice was completed in the following February. It is sixty feet long by fifty, and contains two stories with a ground-floor. The establishment comprises school-rooms, dormitories, parlours, refectory, &c., affording ample accommoda-

tion for principal, tutor, pupils, and domestics. Gardens and pleasure-grounds are attached. A wing was subsequently erected, and the other will by-and-by be added. The pupils receive an elementary mercantile or classical education. From the healthiness of the situation, from the general excellence of the Institution, and from the very moderate terms for board and instruction in all the principal branches of education in the French, English, and Classical languages, it is much frequented by pupils from a distance, and among others by several from the United States. There are generally about one hundred students, most of whom are boarded in the establishment. Government has recognised its utility by granting numerous annual sums in its aid, and an act of incorporation, by which the benevolent founder has been appointed Principal during life.—The Chambly Canal crosses a wide unoccupied space beyond the village, which is called the *Common*. This work, which cost the Province an immense sum of money, does not derive a revenue sufficient for the defrayment of expenses. A little farther on stands the ancient fort of Chambly, a building that affords deep interest to such as take pleasure in reading the history of the old French wars. It is built of stone, and is about one hundred and eighty feet square. It was built originally by M. de Chambly, shortly before the conquest of Canada by the British. During the revolutionary times it was the subject of a siege by the continental troops. Before the last American war a detachment of about two companies of infantry usually formed its garrison. On the commencement of hostilities, however, large bodies of troops were assembled here, and an extensive depôt formed. During the various operations from 1812 to 1814 a very considerable force was stationed in its neighbourhood, and in the latter year an encampment was formed, containing upwards of six thousand men. On the rising ground adjoining the Fort were erected eighteen barracks, magazines, storehouses, and other buildings, some of which, after the restoration of peace, were dismantled and disposed of, whilst the rest were allowed to fall into almost total disuse. The insurrectionary movements in 1837 and 1838 in the immediate vicinity induced the Government to again extend the military establishment about Chambly, by the erection of new barracks and other necessary build-

ings, so that a large body of infantry, cavalry, and artillery were stationed here. A very great reduction has since taken place, and Chambly is now garrisoned by a single company of infantry. Upper Chambly contains a neat and substantial Episcopal Church and an excellent Academy, at which all the higher branches of a classical education are taught. Here are several handsome private residences; but the Manor-house and grounds, formerly belonging to the late seigneur, the Hon. Samuel Hatt, chiefly attract notice. Here the Basin terminates, and the Richelieu is seen rushing along in rapid currents amid a cluster of islets. On both sides are situated extensive grist and saw-mills, and near the Manor-house is a paper manufactory. The grist-mills are much frequented by the *habitants* along the valley of the river, as the generally level character of the district prevents the erection of similar establishments. The saw-mills have of late years furnished a large quantity of lumber for the markets in the United States. An immense water-power is still available here. The fall of the river in the course of two miles is not less than seventy feet.—Belœil Mountain, which is about twelve miles distant from Chambly, is by far the most prominent object in the surrounding landscape. Belœil is the name of the village and parish on the opposite side of the Richelieu; by which name, as well as by those of Chambly and Rouville, the mountain is popularly called, although its proper name is Mount St. Hilaire. The Richelieu being crossed, a very picturesque road conducts the traveller to the southern base of the Mountain, which towers like a wall of rock above the flat country around. This road passes through the seigneurie of Chambly West, the property of the heirs of Colonel de Salaberry, and that of Rouville, now owned by Major Campbell, late of the 7th Hussars. Here are soon reached a hamlet embowered amid luxuriant orchards, and a mill on the edge of a ravine. At a small tavern a little beyond, the traveller usually leaves his calèche, and perchance baits for a brief space before commencing the ascent. The road winds through a deep grove of maples, and has been recently so far improved as to offer no obstacles even to the enterprising female who may be desirous of making the ascent. Soon the traveller reaches a lake of singular formation,

varying in extent according to the humidity of the season. Its circumference therefore may be two miles, more or less. Although there is an outlet through which the water is constantly flowing so as to turn several mills, there is no perceptible inlet. It is supposed to be the crater of an extinguished volcano; and certainly the geological structure of the mountain, in which it is embosomed, favours such a supposition. It abounds with excellent fish. This lake occupies a site so secluded and raised above the surrounding country that, according to the somewhat poetic language of one writer, it seems the Mountain-spirit's bath or the magic lake of some Arabian fiction. According to the popular notion entertained in regard to so calm and sequestered bodies of water, it has been pronounced unfathomable. As one surveys the lake in a deep and thickly timbered valley, overhung by precipitous and lofty hills, the scene, which is presented to the view, though somewhat contracted, is extremely imposing. At a short distance from the lake's margin commences the ascent of the peak. It is studded at intervals by fourteen wooden crosses, each of which bears an inscription having reference to our Saviour's journey as He bore the cross to the place of crucifixion. The spots where these crosses are erected are called *stations*. There are printed "Meditations and Prayers adapted to the Stations of the Holy Way of the Cross," of which the pious Catholics make use, who visit this solemn retreat in considerable numbers. Some years ago a dignitary of the Church of Rome, the Bishop of Nancy, visited Canada, and caused a small oratory to be constructed on the very crest of the mountain. On this as a base was erected a gigantic cross, covered with bright tin. This cross might have been descried from a vast distance, when it was illuminated by the sun's rays, and presented a very imposing appearance. It was destroyed a few years ago, but is to be re-erected. On reaching the summit of the cone, which is usually called the *Sugar Loaf*, and whose height is variously estimated at from eleven hundred to fourteen hundred feet above the river at its base, the panorama that bursts upon the view amply repays the beholder for all the fatigue he has undergone. The mountain comprises seven eminences covering a space of about seven miles square. The base is granitic, and forms a bold termi-

sation to that branch of the Green Mountains which divides the waters of Lake Champlain from the sources of the Yamaska and St. Francis, and is similar to that of the White Mountains of New Hampshire. The spectator occupies, as it were, the centre of a circle, whose circumference extends before his eyes upwards of sixty miles in almost every direction. In one direction he finds the Green Mountains of Vermont, Lake Champlain stretching along its sluggish length until it is cut off by the visible horizon, or the blue hills that crowd the north-eastern frontier of the State of New York. In another direction, when the state of the atmosphere is favourable, he can trace the St. Lawrence, after receiving into its capacious channel at Sorel the waters of the Richelieu, wending its shining current until it is lost in the distance ; or he can trace the majestic river upwards to Montreal and Lachine, and some twenty or thirty miles farther up. Again, reverting to Sorel, he can trace the Richelieu to Chambly, thence to St. John's, and onwards to the upper end of Lake Champlain. We have not brought under notice beyond a third part of the extensive prospect which the spectator commands from the summit of Belœil. Hence, besides, he overlooks a vast woodland, intersected by numerous strips of cultivated fields, and thickly studded with neat villages and churches.

THE ST. LAWRENCE AND ATLANTIC RAIL-ROAD TO ST. HILAIRE AND ST. HYACINTHE.

This railroad, the completion of which is regarded as an event of paramount importance to Canada generally and to Montreal especially, was opened as far as St. Hyacinthe on the 26th of last December, (1848). Passengers are conveyed in a steam-boat from Montreal to the Company's Wharf at Longueuil. The Depot here is large and handsome, two hundred and thirty feet long by sixty. The offices and waiting-rooms are fitted up on a scale of great convenience. The engine-house, which is ninety-four feet long by fifty-

six, is handsome and substantial, and contains the turning-table. This is a most ingenious and extraordinary mechanical contrivance, and is well worthy of being inspected by such as are not familiar with railways. This piece of machinery is forty feet in diameter, and so perfectly is the mechanism adjusted that the strength of a boy can move round the immense weight of the locomotive and tender, amounting to about thirty tons. For about ten miles from Longueuil the road stretches through a level and well cultivated country to the South of the Montarville Mountain, which is called after a proprietor of that name. At that point there is a slight curve to the north, and thence a straight line of about five miles and a half brings the traveller to the banks of the Richelieu, which is spanned by a stupendous bridge or viaduct, twelve hundred feet in length, at an elevation of upwards of fifty feet from the water. This bridge cost £22,000, and its construction is considered as unsurpassed on this continent. A short distance from the bridge is the St. Hilaire Station. Here the traveller can avail himself of a few minutes' stoppage to admire the beauty of the surrounding landscape. In truth quite a bird's eye glance of this lovely tract of country is here obtained. Behind towers aloft Belœil with its woods and rugged outline; in the foreground are the grounds and delightful residence of Major Campbell, the Governor's Secretary, and at the foot of the hill is seen the pleasant village of St. Hilaire on the banks of the Richelieu. On the occasion of the opening of the Rail-road Major Campbell entertained the hope of being able, during the summer of 1849, to establish a hotel of a superior description, not far from the romantic lake at the commencement of the ascent to the chapel and cross on Belœil. We trust that the Major's hopes may be realized, as such a hotel would no doubt prove a delightful and healthful place of resort to the citizens of Montreal who may wish for a brief season to leave the dust and heat of the city and to inhale the pure air by an excursion into the country. Here, too, travellers, who wish to see French-Canadian manners, &c., might sojourn pleasantly. From St. Hilaire to St. Hyacinthe, a distance of about twelve miles, the road passes in a straight line through a fertile table-land. The Dépôt here is one hundred feet long by sixty-seven, and has offices and waiting-

rooms comfortably fitted up. The engine-house, which is eighty-eight feet by forty-one, contains a turning-table similar to that at Longueuil. St. Hyacinthe stands on an angle formed by a bend of the Yamaska, and is a thriving town, containing a population of about twenty-five hundred. The houses are generally built in a superior style, and very respectably tenanted. There is a large and handsome church; and the college has long enjoyed considerable celebrity as an educational establishment. Being on the main road between Sorel and the frontier, it is much frequented by persons passing to and from these; and the hotels afford good accommodation. The neighbourhood is very agreeably diversified by rich gardens and orchards, farms, &c. Near the town is a considerable waterfall, and there are also grist and saw-mills. Before closing this notice we must say a few words of the superior manner in which the cars are fitted up, with a view to the entire comfort and convenience of the passengers. The first-class cars, which reflect the highest credit on Messrs. McLean & Wright, of Montreal, are balanced upon air-springs, and thereby have a peculiar smoothness and ease of motion. The seats are likewise fitted-up with spring-cushions. Each car is also furnished with an elegant apartment for the ladies, should they choose to be invisible; and in each train is a smoking-room for the accommodation of the lovers of the fragrant weed! In short, the cars are replete with every possible convenience; whilst most experienced men have been engaged to superintend and manage the line in all the departments.

RIVER RICHELIEU, OR SOREL, &c.

As there is almost daily communication by steam betwixt Montreal and the different landing-places on the Richelieu for the sake of traffic and of pleasure, we subjoin a short notice. Within these few years a trip to or from Chambly by the route of the Richelieu has become a very favourite one with the citizens of Montreal. The two or three steamers on this route are well managed, and attention is paid to the passengers' comforts. The Richelieu conveys the waters of Lake Champlain into the St. Lawrence at Sorel. It is worth noticing an unusual circumstance in reference to this river, that, with the exception of a very few expansions, which are occasioned by islands, and add much to the beauty, it diminishes in width from its outlet to its confluence, where it is about two hundred and fifty yards wide. It is navigable to Chambly Basin, between which and St. John's has been constructed the Chambly Canal on account of rapids. Few tracts can surpass in picturesque beauty the valley of the Richelieu, wherein the eye rests upon an extensive territory, luxuriant meadows, smiling villages, and a few eminences of considerable elevation. The soil throughout this tract is in general so rich, that the appellation of the *Granary* of Lower Canada was formerly conferred upon it; but, what from the ravages of the wheat fly, and the indifferent mode of cultivation, its production has greatly fallen off. It may be noticed that this river separates the counties of Chambly and Vercheres on the left from those of Rouville and Richelieu on the right. At various points excellent ferries have been established, affording ready intercommunication betwixt the opposite shores; and the whole valley has the advantage of roads kept in good repair. Fort St. John's, which is on the west bank, is an old frontier post. The fort itself contains about twenty houses, including magazines, &c. A considerable force is stationed here, and the works have been latterly placed in a more

effective state of defence. But this place now derives its chief importance from being the first Canadian port for the steamers from Lake Champlain with their numerous passengers from the States. Hence they are conveyed by railroad to Laprairie, and thence by steam to Montreal. A few miles above St. John's is Isle aux Noix, which belongs to the Crown. It contains about eighty-five acres, and being about ten miles from the boundary line, and in an excellent situation for intercepting the entire communication from the Lake, has been fortified in a manner suitable to its commanding position. We have previously alluded to Chambly and its vicinity. After passing St. Hilaire, where the splendid viaduct spans the Richelieu, the steamer visits the villages or towns of St. Charles, St. Denis, and St. Ours, on the eastern bank. In front of the seigniory of St. Charles the river expands to the breadth of above half a mile. In this expansion are two small islands, called *Les Isles aux Cerfs* or *Stag Islands*. St. Denis numbers above one hundred well built houses, and has a church with three handsome spires. Between the river and the main street are capacious storehouses, formerly used as granaries for the large quantities of grain that used to be collected from the country around for exportation. Almost in front is the Isle de Madere. In this neighbourhood are some windmills. St. Ours, so named from the Sieur de St. Ours, contains many substantial houses of stone, and a handsome church. Near the town is the Island Deschaillons, fully a mile long by a half in breadth. In front of this seigniory is a group of islands, the largest of which is Isle Commune. A few miles below is the pleasant town of Sorel or William Henry, which has been previously noticed.

THE FALLS OF SHEWINAGAM.

These falls of the St. Maurice lie about thirty miles in the rear of the town of Three Rivers, and are in many respects worthy of a visit. The most likely mode of accomplishing a visit is by engaging a canoe with voyageurs at Three Rivers. It is to be hoped that a good road may be soon completed as far as the Falls, and that accommodation for travellers near the cataract will soon be provided. The voyageurs usually ascend as far as the Portage of the Gres, where they receive into their canoe the stranger who has been transported thither by vehicle according to arrangement. Shortly thereafter is passed Isle Tourte, which is about a league in length. In approaching the Falls at about the distance of a mile their head is seen through the tops of the highest trees. The descent from the top to the basin below may be fully two hundred feet. The Portage des Hêtres or Beech Portage is reached soon after. Notwithstanding the numerous rapids there is much less difficulty in ascending than might be anticipated; for, while a current runs down the mid channel at the rate of five or six miles an hour, there are opportunities of taking advantage of an eddy on either side, running up at the rate of three or four miles, by shooting rapidly across the main stream. There are three falls in time of high water, unconnected with each other, and meeting in a large basin. These a facetious writer in a Canadian Periodical, who remarks that he had learned some Latin in his boyhood, appropriately contradistinguishes by the names of Shewinagus, Shewinaga, and Shewinagum. There are two conspicuous rocks distinguished by the names of *La Grande Mere* or *The Grand Mother*, and *Le Bon Homme*, or *The Good Fellow*. "Of these three falls" says the writer alluded to "Shewinagus and Shewinagum, though distinct falls, meet in the chasm before they are discharged into the bay below. Shewinagum is the most easterly, or towards the left bank of the river. Shewinagus is the middlemost, and Shewinaga (I make her the lady from her superior elegance) is to be seen only in time of flood; therefore, as Sir Walter Scott says,

'If you would see fair Melrose right,
Go visit her by the pale moon-light;'

So do I say,

“If you would see fair Shewinaga,

Go visit her in the month of May.”

The same writer, keeping up his happy nomenclature, thus carries on the description. “On ascending the portage path we descended through the trees fair Shewinaga, dancing down the slope of the hill on our right hand with sinuous courses; about midway she grows suddenly fretful, and tosses herself headlong down a precipice of thirty feet; then, skipping along as before, glides gently at last with the main body of the river. * * * * * So much for the beauty and elegance of Shewinaga. But what pen shall describe the terrific contrast—the collision, the conflict, the co-thunder of the waters of Shewinagus and Shewinagum. I ascended the hill with the chasm on my right hand, till I came to a point, which I shall call the *Point of Co-thunder*. There, looking up, I saw an inclined plane, swift as an arrow, and Shewinagus tumbling and bounding from rock to rock to meet him, and, when they met in the chasm below, what a sublime and terrific scene! what rattling, roaring, tossing, boiling and foaming of waters!

“When Greek meets Greek, then comes the tug of war!”

It was indeed an angry ‘meeting of the waters,’ and far from a ‘mingling in peace.’ There are large fissures in the precipitous rock, into which the waves are driven by the force of the collision. Immediately above the fall the current is unbroken and quiet, though very rapid, as might be observed on seeing a huge log suddenly dip one end, and wholly disappear, on approaching the edge of the precipice.” The traveller on returning embarks in his canoe and descends swiftly for some distance. After a long portage, which occupies considerable time, the Falls of the Grés are reached, and are well worth seeing. The pleasing appearance of the Gabelle Falls, like that of many others in America, has been much injured by being denuded of the fine trees that once graced it. Some miles below are passed the Forges of St. Maurice, to which we have elsewhere alluded. In conclusion the Falls of Shewinagam, although very interesting at any season, are visited under the most favourable circumstances during the high waters of the spring and fall, or during the latter end of May and the first half of October.

MAIL ROUTES.

It is not judged necessary to insert all the Mail Routes throughout Canada ; but only such as are likely to be useful to Travellers.

TORONTO TO NIAGARA, QUEENSTON AND LEWISTON, N. Y.**BY STEAMBOAT.**

To Niagara	36 miles
Queenston and Lewiston /	7—43

BY LAND ROUTE.

To Etobicoke	8 miles
Cooksville	8—16
Credit	3—19
Trafalgar	4—23
Palermo	7—30
Nelson	5—35
Hamilton	11—46
Stoney Creek	6—52
Grimsby	10—62
Beamsville	6—68
Jordan	7—75
St. Catherines	8—83
Queenston	15—98
Niagara	7—105

By going from St. Catherines to Niagara direct the Traveller will save ten miles.

TORONTO TO HAMILTON, LONDON AND AMHERSTBURGH.

To Hamilton,	46 miles
Ancaster	7—53
Brantford	17—70
Burford	10—80
Woodstock	17—97
Beachville	5—102
Oxford	5—107
London	22—129
Westminster	6—135

Delaware	6-141
Ekfrid	11-152
Mosa	12-164
Thamesville	15-179
Whitchall	9-188
Raleigh (Chatham)	6-194
Windsor	52-246
Sandwich	2-248
Amherstsburch	15-262

TORONTO TO MONTREAL.

Steamers leave Toronto for Kingston and thence for Montreal daily during the summer months. There is also a Land Route on which coaches ply daily, passing through the following post-towns.

To Scarbro	11 miles
Pickering	11-22
Whitby	6-28
Oshawa	4-32
Darlington	9-41
Newcastle	5-46
Clarke	5-51
Port Hope	12-63
Cobourg	7-70
Haldimand	8-78
Colborne	7-85
Brighton	8-93
River Trent	10-103
Belleville	12-115
Shannonville	9-124
Napanee	16-140
Morven	5-145
Mill Creek	8-153
KINGSTON	12-165
Gananoque	20-185
Yonge	22-208
Brockville	9-217

Maitland	5-222
Prescott	7-229
Edwardsburgh	9-238
Matilda	6-244
West Williamsburg	8-252
East Williamsburg	8-260
Osnabruck	7-267
Dickinson's Landing	2-269
Moulinette	6-275
Cornwall	6-281
Lancaster	16-297
Coteau Landing	20-317
Coteau du Lac	3-320
Cedars	6-326
Lachine	28-354
Montreal	9-363

MONTREAL TO QUEBEC.

Steamers leave daily in summer, and the following is the Land Route in continuation of the foregoing.

To Repentigny	15-378
Lavaltrie	17-396
Berthier	13-408
St. Barthelemie	10-418
Maskinongé	7-425
River du Loup	6-431
Yamachiche	6-437
Three Rivers	16-453
Champlain	15-468
Batiscan Bridge	10-478
St. Anne de la Perade	5-483
Grondines	9-492
Deschambault	6-496
Port Neuf	6-504
Cap Santé	7-511
Quebec	32-543

We are indebted for the information which follows to the first Report of the Board of Registration and Statistics, published by order of Parliament in 1849. This Board consists of the Inspector General, Receiver General, and Provincial Secretary, and the Secretary to the Board is Mr. W. C. Crofton. On the last gentleman, we presume, the labour devolved of digesting and arranging the mass of interesting matter before the Board; and, considering the difficulties in the way of all first attempts of the kind, we congratulate the country on its having been so efficiently and satisfactorily performed.

POPULATION OF CANADA.

There has not unfortunately been any census taken of Lower or Eastern Canada since 1844. In that year it showed a total of 690,782, and the result of a series of four independent calculations based on the progressive increase of former years, shows a total in 1848 of 768,334, which is distributed thus among the Counties.

LOWER CANADA.

<i>Counties.</i>	<i>Population of 1848.</i>
Saguenay	19364
Ottawa	17870
Two Mountains	29952
Terrebonne	23052
Leinster	28507
Berthier	29988
Drummond	10467
Sherbrooke County	14168
“ Town	887
Shefford	11282
Beauharnois	32095
Montreal, City	55146
Quebec, City	39830
Megantic	7535
Rimouski	19683
Dorchester	38877
Lotbinière	15292
Portneuf	17777
Vaudreuil	18554

St. Maurice	17981
Three-Rivers	4673
Champlain	11312
Nicolet	17735
Yamaska	13000
Missisquoi	11815
Rouville	24900
Chambly	18610
St. Hyacinthe	23894
Gaspé	7771
Bellechasse	15823
L'Islet	18502
Kamouraska	18992
Stanstead	13009
Huntingdon	39371
Montreal County	15893
Quebec "	10659
Montmorenci	8988
Richelieu	22255
Verchères	14029
Bonaventure	8786
Total	<hr/> 768334

UPPER CANADA.

In Western or Upper Canada the census was taken in 1848, and showed a total population of 723,087, distributed among the Districts thus.

Bathurst	29448
Brock	29219
Colborne	21379
Dalhousie	25520
Eastern	38653
Gore	59015
Home	106352
Huron	20450
Johnstown	43444

London	46547
Midland	45249
Newcastle	47433
Ottawa	10364
Niagara	51125
Prince Edward	18061
Simcoe	23060
Talbot	15716
Victoria	23133
Wellington	41439
Western	27440
Total	723087

CROPS.

So much has been said of the fertility of the United States that the following table will not be without interest. It shows the proportion of each kind of grain raised to the population in the United States and Canada,—that of the United States for 1848 being taken from the Report of the Commissioner of Patents, and being merely an estimate.

In 1840 the population of the United States was.....	17,063,353
And in 1847,	20,746,400
In 1842 the population of Canada West was	486,055
And in 1848,	723,332

UNITED STATES.

UPPER CANADA.

	Bushels.	Quantity to each	Bushels.	Quantity to each
	1847.	inhabitant, 1847.	1847.	inhabitant, 1847.
Wheat .	114245500	. . . 5.50 . .	7558773	. . . 10.45
Barley .	564995028 . .	51572771
Oats .	167867000	. . . 8.09 . .	7055730	. . . 9.75
Rye .	29222700	. . . 1.42 . .	44629362
Buckwheat	1167350856 . .	43257360
Maize .	539350000	. . . 26.01 . .	1137555	. . . 1.57
Potatoes	100965000	. . . 4.86 . .	4751331	. . . 6.57
Peas .			1753846	. . . 2.42

From the above tables it will be seen that, in proportion to the extent and population, Canada is a more agricultural country than the United States, and the surplus of wheat is very great. The usual quantity allowed for the consumption of each inhabitant is generally five bushels, which would leave for export one half the produce of the country. The large quantity of Indian Corn grown in the States enables them, by making it a staple of consumption, to export a large stock of flour. In Canada, on the contrary, little Indian Corn is grown, and wheat becomes of necessity the great article of food.

It we take the produce for 1847 at the lowest average prices, we have as the value of the products of Canada :

		s.	d.		£	s.	d.
Wheat . . .	7,558,773 bushels, at 3	6	=	1,322,785	5	6	
Barley . . .	515,727 "	at 2	3	58,019	5	9	
Oats . . .	7,055,730 "	at 1	3	440,983	2	6	
Rye . . .	446,293 "	at 2	3	50,208	1	9	
Maize . . .	1,137,555 "	at 2	6	142,194	7	6	
Buckwheat .	432,573 "	at 4	0	86,514	12	0	
Peas . . .	1,753,846 "	at 2	6	219,230	15	0	
Potatoes . .	4,751,331 "	at 1	6	356,349	16	6	

\$10,705,141.30 = £2,676,285 6 6

In making the foregoing comparison between the crops of the United States and Canada, a remark has been made which requires some observation. It is stated to be unjust to take the whole of the former country, where some portions do not produce wheat, Louisiana and Florida for instance, whose united population is about 600,000. We will take therefore those States which produce the greatest quantity, viz :

New York, with a population of 2,880,000, produced 15,500,000 bushels, or little more than 5 to each inhabitant.

Pennsylvania, with a population of 2,220,000, produced 15,200,000 bushels, or very nearly 7 to each inhabitant.

Virginia, with a population of 1,295,000 produced 12,250,000 bushels, or not quite 10 to each inhabitant.

Ohio with a population of 1,980,000 produced 20,000,000 bushels, or little more than 10 to each inhabitant.

Indiana with a population of 1,000,000 produced 8,500,000 bushels, or about 8 to each inhabitant.

With respect to Michigan, it is worth while to examine the returns. In 1840 the population of that State was 212,267, and its produce in wheat was 2,157,108 bushels. In 1848 the population is rated at 420,000, and the wheat crop at 10,000,000 bushels, and other crops at 22,110,000, making together 32,110,000; how does that stand with regard to the available labour of the State? According to the ratio of 1841, the whole male population between the ages of 15 and 70 would be about 127,000, of whom, allowing 75 per cent to be engaged in agriculture, we have 92,000 to collect this enormous harvest of grain above, of 350 bushels to each man, the wheat crop being about twenty-four bushels to each inhabitant.

CATTLE.

Neat Cattle [in Canada] in 1842, 504,963, in 1848, 565,845; increase 60,882 or 12 per cent.

Horses in 1842, 113,675, in 1848, 151,389; increase 37,714 or 33 per cent.

Hogs in 1842, 394,366, in 1848, 484,241; increase 89,875 or 23 per cent.

Sheep in 1842, 575,730, in 1848, 833,807; increase 258,077 or 45 per cent.

The last, viz. Sheep, is of peculiar consequence as connected with the improvement of the country.

In 1842 there were produced 1,302,510 lbs. of wool, while in 1848 it amounted to 2,339,756, or an increase of very nearly 80 per cent, the average fleece being 2 6-8th lbs. In the States in 1840 the number of Sheep was 19,311,374, and the wool 35,802,114 lbs.

TOTAL VALUE OF EXPORTS FROM QUEBEC AND MONTREAL.

Years.	Quebec.			Montreal.			Total Currency.		
	£	s.	d.	£	s.	d.	£	s.	d.
1841 . .	1727726	15	1	700070	2	9	2427796	17	10
1842 . .	991489	8	9	728729	14	9	1720219	3	6

M

1843. .	1267651	17	5	388199	1	0	1755850	18	5
1844. .	1486848	17	9	754231	2	8	2241080	0	5
1845. .	2056651	1	1	720797	7	8	2777648	8	9
1846. .	1866456	18	5	658338	6	8	2524795	5	1
1847. .	1831399	13	0	848982	18	10	2680282	11	10
1848. .	1357326	6	1	391841	5	0	1749167	11	1

TOTAL VALUE OF IMPORTS AT QUEBEC AND MONTREAL.

Years.	Quebec.			Montreal.			Total Currency.		
	£	s.	d.	£	s.	d.	£	s.	d.
1841. .	217916	14	3	2068135	17	10	2286052	12	1
1842. .	216669	13	11	2021106	12	1	2237776	6	0
1843. .	402227	5	0	1289571	1	5	1691798	6	5
1844. .	655868	15	8	2475084	5	8	3130953	1	4
1845. .	712398	10	10	2620252	3	2	3332650	14	0
1846. .	750982	11	5	2303908	12	11	3054891	4	4
1847. .	796917	9	2	2063440	11	11	2860357	1	1
1848. .	625845	2	11	1481418	17	9	2107264	0	8

The above Tables would show that Canada had been overtrading to a large amount ; but it must be kept in mind that the values given are those declared at the various Custom Houses, and a very large Export has taken place to the States, which trade is steadily increasing ; but from the fact of no clearances being required, and the Tables being drawn up from vague reports, it is difficult to arrive at any real fact of the case, except in regard to the two ports, Quebec and Montreal.

The minutest calculations show that the value of goods imported by the Inland Ports (which are generally from the United States) give 9½ per cent on the values in the gross ; thus we may arrive very nearly at the values at the Inland Ports for the several years embraced in the Report.

1841	.	.	£606,441	9	0
1842	.	.	544,241	8	1
1843	.	.	876,285	10	6
1844	.	.	1,471,177	9	1
1845	.	.	1,608,089	1	11
1846	.	.	1,725,966	1	1
1847	.	.	1,688,583	5	3

This indicates the value of Imports into Canada for the year 1847 to have been £3,795,847 5s. 11d. and with the addition of Free Goods, about £4,000,000, or very nearly £3 to each inhabitant, or £15 for each family of five persons, contributing towards the Revenue of the Country £1 7s. 7d. Of the large amount of Imports in 1847, we find that Great Britain and her Colonies furnish £2,677,260, exclusive of the Imports by Sea into the Ports of Western Canada, and Goods passing through the States under the Drawback Act.

When we come to consider the consumption of Articles, we shall see how capable of extension even this large Trade is, and how adequate the resources of the Country are to meet it. The real wealth of the Country is but little known, and till within a few years, when the regulations of the Customs were rendered more stringent and efficient, there was no information whatever in the hands of the Government as to the Trade carried on by the Inland Ports. To the introduction of the present system we owe much, and, if the same check could be placed on the Export Trade, we would soon be able to arrive at a definite knowledge of our Trade, which knowledge would cause a greater energy in all our efforts to bring forward the resources of the Colony.

Let us now turn our attention for a few moments to the scattered information we possess on the subject. With regard to the Ports of Montreal and Quebec, no difficulty arises; we find the Exports from these Ports to have amounted in 1848 to £1,749,167 10s. 11d. to which adding for the Fisheries not included £91,252 15s. 8d. we have for the Exports by Sea £1,840,420 6s. 7d., the great portion of which was to England and her Colonies. As to the Exports by the United States, we have only partial returns from some Ports, and at evidently under-rated values, viz :

Produce of the Forest . . .	£159,551	6	5
Agricultural Productions . . .	454,350	0	9
Live Stock	54,243	7	6
Other Articles	104,287	10	8
	<hr/>		
	£772,432	5	4

And to this we might add a very liberal percentage ; for, on the most minute enquiry among persons capable of forming an estimate on such matters, it has been universally asserted that many of the Articles, particularly Lumber, are far under-rated, Pine Lumber especially. We have certain Returns from several Saw-mills in Upper Canada, by which it appears, that even in those which have given in the quantity manufactured, the produce was upwards of 200 millions of feet ; and, as the consumption does not equal one half of that amount, we have nearly double the quantity stated for export, that is, allowing the produce of the Lower Canada saw-mills to balance the quantities exported by sea.

As the official returns from the United States on goods imported from Canada merely gave the declared values without the quantities, we can only institute a comparison, so far, between that year and 1848. The following are the leading articles :

Flour in 1847	. £24,722	9	3	— in 1848	. £310,965	9	3
Butter “	. 1,016	16	0	“	. 8,722	6	0
Ashes “	. 6,052	0	0	“	. 43,000	0	0
Wool “	. 5,654	0	0	“	. 5,324	16	1
Horses “	. 15,723	15	0	“	. 33,451	15	0
Wheat “	. 9,421	15	0	“	. 63,127	5	6

There is not any branch of Statistics, which more plainly indicates the state of prosperity of a country than the consumption of articles of import in relation to the population ; the consumption of articles of home produce can scarcely be traced otherwise than from a general observance of the habits of the people. The object of the Commission being mainly to establish some starting point for future examination and comparison, every means was resorted to in order to arrive at such a series of results as would prove satisfactory and least liable to objection. To any one at all conversant with the Canadian people, it must be evident that the general comfort is far more extensive than in most other countries, abject poverty is comparatively little known, and the class, constituting what were in a former Census designated as, “ persons living upon alms,” consisted chiefly of the old and infirm who could not labour for their sustenance,

and even in that class, in the Western Section of the Province, were very many who were far removed from the corresponding class in other countries. Taken as a whole, it may be safely asserted, that in no country do the agricultural classes enjoy a greater degree of comfort or are liable to fewer deprivations.

We first present the result of investigation as to the consumption of those articles which, by reason of the payment of Customs duties, are easily ascertained.

SUGAR.

From the Tables given by Mr. Porter in his *Progress of the Nation*, we find on the average of years from 1830 to 1841 the consumption of Sugar and Molasses in Great Britain to have been minimum in 1840, 15.28 lbs. per head, maximum in 1830—19.94 lbs. or on the average 17.61, exactly the consumption of 1841.

In Canada for the year 1847, we have the following :

Refined Sugar . . .	1,067,767 lbs.
Raw " . . .	10,586,893 "
Bastard " . . .	3,559,110 "
Molasses, . . .	5,459,619 "

being 20,673,389 lbs. of Sugar, paying a duty of £108,774 12s 3d.
20,673,389 lbs.

To this quantity we must however add

Maple Sugar (L.C.), 1844, 2,272,457

Add one-tenth, . . . 227,245 = 2,499,602

Do. do. (U.C.), 1847, . . . 3,764,243 = 6,463,845

27,137,234 lbs.

The Export of Maple Sugar being a mere trifle, more as an article of curiosity than of trade, amounting in the whole to less than 5,000 lbs., we may take the above quantity as the consumption ; which gives, according to the Census for 1847 (of 1,491,667 souls), an average consumption of 18.20 lbs. per head, or 91 lbs. to each family of five persons. It has been asserted that a large quantity of contraband Sugar is annually brought in from the States to the western parts of the Upper Province, but whether sufficient to affect the consumption to any extent, there is no means of ascertaining. The

annual tax per head on the average of years previous to the alteration of the Sugar duties in England was 3s. 9d. In Canada for the year 1847 it was 1s. 5½d.

During the year ending the 5th January, 1847, we find the total of Sugar imported into England, and entered for consumption, to have been of

Raw Sugar, cwt.	5,231,848
Refined	18,401
Molasses in proportion to Sugar as 24 to 9	215,166

Cwt. 5,465,415

Or 612,126,480 lbs. being about 18 lbs. to each individual, inclusive of the quantity used in Distillation.

In the Royal Navy, the allowance is 1½ oz. per diem or 34 lbs. 3 ozs. yearly per man, while the allowance to aged paupers in Union Houses is 1 oz. per day or 23½ lbs. per annum—taking these points into consideration, it materially reduces the average consumption.

In the year 1848 there was a decrease to a large amount in the quantity of Sugar which paid duty; but the yield of Maple Sugar for 1847 was far below the average produce, whereas that of 1848 was particularly large. The quantity of Foreign Sugar which paid duty in 1848 was 14,300,000 lbs. which with the Maple Sugar generally averaged as a most abundant crop, we have an average of not more than 16 lbs. per head—but in taking 1848, we must bear in mind that it was the most unfavourable year that we have had for a long time, there was a great stagnation in trade and a great scarcity of money, and the merchants limited their importations to the lowest possible scale.

COFFEE.

This being considered comparatively a luxury, will afford a good idea of the position we have assumed, and consequently very great care was taken to obtain all possible information on the subject. The heavy duty on ground Coffee under the old Tariff had a bad effect in two ways; 1st, it induced smuggling to a very large amount, and 2ndly, it encouraged the manufacture of a very deleterious article. Information to be relied on states that in one Town in Upper

Canada, during the year 1847, no less than 1500 boxes of 25 lbs. each were ground, 9-10ths of which was nothing more than peas and chicory. In England, the consumption of Coffee in 1801 was 1 oz. per head—in 1841 it had increased to 1 lb. 7 ozs., the quantity being 27,298,322 lbs. and the population taken at 18,532,335, at the former period the duty was 1s. 6d. per lb., at the latter 6d. In 1846, the quantity entered for consumption amounted to 36,781,391 lbs. or about 1 lb. 8 ozs. per head. In Canada during the year 1847—1,101,621 lbs. paid duty for consumption, and in 1848—1,018,803 lbs., making an average consumption of about 11 ozs., exclusive of the large quantities of adulterated Coffee consumed in the country parts—the average of the duty on Coffees of all kinds under the old Act was within a small fraction of 2d. per lb. The quantity of Foreign Coffee imported into the United States during the year ending 30th June, 1848, was 8,200,000.

TEA.

The alterations which have taken place in the duties on Tea have not materially affected the consumption. In 1833, the quantity imported direct from England was, of Hyson paying 6d. per lb. 62,813, of common Green paying 4d. 917,331, and of Bohea paying 2d. 88,251 lbs., making a total of 1,058,395 lbs. This was far beyond the actual consumption, as large quantities remained in the Warehouse at the conclusion of the year. In 1834, under the provisions of 3 & 4 Will. IV. chap. 101, Tea was imported direct from China by the East India Company, when the quantity imported was very large, being no less than 2,164,500; but this covered a consumption of three years, and much of it was reshipped to England. In 1843, under the new Trade Act, paying 4d. per lb. sterling, the quantity which paid duty at Montreal, and constituting the largest portion of the consumption, was 1,716,008 lbs. In 1847, 3,375,585 lbs. paid duty, and in 1848, 2,259,294; but, as the import of 1847 was beyond the consumption, and the new Act of that year provided for the warehousing of Tea, we may take the sum of the two years, or 5,634,879, *i. e.* 2,817,440 lbs. yearly as the actual consumption. To this we must add a large quantity smuggled, which will make the annual consumption about 3,250,000 lbs. or 2 lbs. 4 ozs. per head.

In England the consumption

In 1801	was	20,237,753 lbs.	or	1 lb. 3 ozs. per head.
1811	"	20,702,809	"	" 1 " 1 " "
1821	"	22,892,913	"	" 1 " 0 " "
1831	"	29,997,101	"	" 1 " 3 " "
1841	"	36,657,667	"	" 1 " 5 " "
1846	"	46,728,208	"	about 1 " 8 " "

The whole importation into the United States of Teas for the year ending 30th June, 1847, was 4,278,463 lbs., and for the year ending 30th June, 1848—6,217,111; see Report of the Secretary of the Treasury.

WINE AND SPIRITS.

The total quantity of Wine and Spirits which paid duty in

1847	was	553,849	gallons.
1848	"	392,580	"

The deficiency in Rum being 71,806 gallons, and in Wine 94,817 gallons, leaving an increase of 5,354 gallons on other spirits. The quantity manufactured in Canada in 1847 was 2,134,721 gallons, and in 1848 1,905,150 gallons. This, however, must not be taken as a criterion of consumption, as, at the beginning of 1848, there was a large supply on hand.

TOBACCO.

The quantity of Tobacco which paid duty in 1847 was 2,643,552 lbs. and in 1848, 1,840,158 lbs. It is to be regretted that from the Western District, where a large quantity of Tobacco is grown, no Returns have been made for the year 1848.

TARIFF OF DUTIES,

PAYABLE ON IMPORTS INTO CANADA, UNDER THE ACT 12 VICT.

CHAP. 1.—APRIL 23, 1849.

<i>Articles.</i>	<i>Duties.</i>
AlE,	12½ per cent.
Allspice,	30 per cent.
Almonds,	30 per cent.
Anatomical Preparations,	Free.
Anchor,	2½ per cent.
Anchovies,	2½ per cent.
Animals and Live Stock, all,	20 per cent.
Animals, specially imported for the improvement of Stock,	Free.
Apples,	30 per cent.
Arrowroot,	12½ per cent.
Articles, ALL UNENUMERATED,	12½ per cent.
Ashes, Pot and Pearl,	Free.
Tea, Soda	Free.
BACON,	20 per cent.
Baggage of Travellers,	Free.
Bark,	2½ per cent.
Barley,	20 per cent.
Beans, Bere and Bigg,	20 per cent.
Beef,	20 per cent.
Berries, used in dyeing,	2½ per cent.
Biscuit,	12½ per cent.
Books, Printed, except foreign reprints of British copy- right works, which are prohibited by an Imperial Act,	Free.
Books, Blank,	12½ per cent.
Books and Drawings of an immoral or indecent char- acter,	Prohibited.

<i>Articles.</i>	<i>Duties.</i>
Boots and Shoes,	12½ per cent.
Bran and Shorts,	20 per cent.
Brandy, 2s. per gallon and	25 per cent.
Bristles,	2½ per cent.
Broom-Corn,	2½ per cent.
Brooms,	12½ per cent.
Brushes,	12½ per cent.
Buckwheat,	20 per cent.
Bulbs and Roots,	Free.
Burr Stones,	2½ per cent.
Burr Stones, Wrought	12½ per cent.
Busts and Casts of Marble, Bronze, Alabaster, or Plaster of Paris,	Free.
Butter,	20 per cent.
CABINETS of Coins, Medals, or Gems, and other Collections of Antiquity,	Free.
Camphine,	12½ per cent.
Candles,	12½ per cent.
Cassia,	30 per cent.
Castings,	12½ per cent.
Cattle,	20 per cent.
Chain Cables, not less than thirteen strands, and more five-eighths of an inch thick,	2½ per cent.
Chairs,	12½ per cent.
Cheese,	20 per cent.
Chocolate,	12½ per cent.
Cider,	12½ per cent.
Cinnamon,	30 per cent.
Clocks,	12½ per cent.
Cloves,	30 per cent.
Coals and Coke,	24 per cent.
Cocoa,	12½ per cent.
Coffee, green, 4s 8d per cwt. and	12½ per cent.
Do. roasted or ground, 14s per cwt. and	12½ per cent.
Coin and Bullion,	Free.

Joins, base,	Prohibited.
Lordage, (see Rope).	
Lordials,	3s per gallon and 25 per cent.
Lorks and Cork,	12½ per cent.
Lorn, Indian,	Free.
Lotton Wool,	Free.
Lotton Manufactures,	12½ per cent.
Lrackers and Biscuit,	12½ per cent.
Lurrants,	30 per cent.
Lutlery,	12½ per cent.
DRAWINGS,	Free.
Drugs,	12½ per cent.
Drugs, used solely in dyeing,	2½ per cent.
Dye Woods,	2½ per cent.
EARTHENWARE,	12½ per cent.
Engravings and Etchings,	Free.
Feathers,	12½ per cent.
Figs,	30 per cent.
Fish,	12½ per cent.
Flax and Tow, undressed,	2½ per cent.
Flour,	20 per cent.
Flowers, artificial,	12½ per cent.
Fruits, all kinds,	30 per cent.
Furniture,	12½ per cent.
Furs,	12½ per cent.
GIN,	2s per gallon and 25 per cent.
Ginger,	30 per cent.
Glass, and Manufactures of	12½ per cent.
Glue,	12½ per cent.
Goods, &c., all not enumerated,	12½ per cent.
Grapes,	30 per cent.
Grease and Scraps,	2½ per cent.
Guano,	Free.
Gypsum,	Free.
HAIR, and Manufactures of	12½ per cent.
Hams,	20 per cent.

<i>Articles.</i>	<i>Duties.</i>
Hardware,	12½ per cent.
Harness,	12½ per cent.
Hats,	12½ per cent.
Hay,	12½ per cent.
Hemp,	2½ per cent.
Hides,	2½ per cent.
Honey,	12½ per cent.
Hops,	20 per cent.
Horses	20 per cent.
INDIAN CORN,	Free.
Indian Rubber,	12½ per cent.
Indigo,	2½ per cent.
Ink,	12½ per cent.
Iron, viz :—	
Bar and Rod, not hammered,	2½ per cent.
Sheets not thinner than sixteen wire gauge,	2½ per cent.
Hoop, not over two inches broad,	2½ per cent.
Charcoal-made or refined,	2½ per cent.
Boiler Plates,	2½ per cent.
Railroad Bars,	2½ per cent.
Spike Rods,	2½ per cent.
Pig and Scrap,	2½ per cent.
All not enumerated,	12½ per cent.
Manufactures of	12½ per cent.
Ivory,	12½ per cent.
JEWELRY,	12½ per cent.
Junk,	2½ per cent.
LAMPS,	12½ per cent.
Lard,	2½ per cent.
Lead, Pig and Sheet,	2½ per cent.
Do. Manufactures,	12½ per cent.
Leather,	12½ per cent.
Do. Manufactures,	12½ per cent.
Leeches,	12½ per cent.
Lemons,	30 per cent.

*Articles.**Duties.*

Lemon Syrup,	12½ per cent.
Linen Manufactures,	12½ per cent.
Liqueurs 3s per gallon and 25 per cent.	
Lithographs,	Free.
Live Stock,	20 per cent.
Lobsters,	12½ per cent.
MACCARONI,	30 per cent.
Mace,	30 per cent.
Machinery, all,	12½ per cent.
Mahogany,	12½ per cent.
Manufactures of—	
Cotton,	12½ per cent.
Glass,	12½ per cent.
Iron,	12½ per cent.
Lead,	12½ per cent.
Leather,	12½ per cent.
Linen,	12½ per cent.
Paper,	12½ per cent.
Silk,	12½ per cent.
Wood,	12½ per cent.
Wool,	12½ per cent.
Manures, all kinds,	Free.
Maps,	Free.
Marble, in blocks unpolished,	2½ per cent.
Do. polished,	12½ per cent.
Meal, Indian,	12½ per cent.
Meal, other,	20 per cent.
Meats, all, except Mess Pork,	20 per cent.
Medicines,	12½ per cent.
Mineral Water,	12½ per cent.
Models of Machinery, and other inventions and improve- ments in the Arts,	Free.
Molasses, 3s. per cwt. and 12½ per cent.	
Musical Instruments,	12½ per cent.
Mustard,	12½ per cent.

<i>Articles.</i>	<i>Duties.</i>
NAILS,	12½ per cent.
Nuts,	30 per cent.
Nuts used in Dyeing,	2½ per cent.
Nutmegs,	30 per cent.
OAKUM,	2½ per cent.
Oats,	20 per cent.
Oil—Cocoanut,	2½ per cent.
Palm,	2½ per cent.
All other,	12½ per cent.
Oilcloth,	12½ per cent.
Oranges,	30 per cent.
Ores of all metals,	2½ per cent.
Oysters,	12½ per cent.
PAILS,	12½ per cent.
Paints,	12½ per cent.
Paint Brushes,	12½ per cent.
Paintings,	Free.
Paper,	12½ per cent.
Paper Manufactures,	12½ per cent.
Peaches,	30 per cent.
Pears,	30 per cent.
Peas,	20 per cent.
Pepper,	30 per cent.
Perfumery,	12½ per cent.
Philosophical Instruments and Apparatus,	Free.
Pianos,	12½ per cent.
Pickles,	12½ per cent.
Pimento,	30 per cent.
Pipe Clay,	2½ per cent.
Pipes, Smoking,	12½ per cent.
Pitch,	2½ per cent.
Plate,	12½ per cent.
Playing Cards	12½ per cent.
Pork, Mess,	12½ per cent.
Pork, all other,	20 per cent.
Potatoes,	12½ per cent.

<i>Articles.</i>	<i>Duties.</i>
Poultry,	12½ per cent.
Preserved Fruits (in sugar, candy or molasses),	30 per cent.
Prunes,	30 per cent.
Puttly,	12½ per cent.
QUILLS,	12½ per cent.
Quinces,	30 per cent.
RAISINS,	30 per cent.
Resin or Rosin,	2½ per cent.
Rice,	12½ per cent.
Rope,	12½ per cent.
Rope, Tarred—when imported by ship-builders for rigging their ships,	2½ per cent.
Rum, at proof, by Sykes' Hydrometer, 1s 3d per gal. and	25 per cent.
Rye,	20 per cent.
SALERATUS,	12½ per cent.
Salt, 1d. per bushel and	12½ per cent.
Sauces,	12½ per cent.
Saw Logs,	2½ per cent.
Scythes	12½ per cent.
Seeds,	12½ per cent.
Segars, 1s. 6d. per lb. and	12½ per cent.
Sheep,	20 per cent.
Shell Fish,	12½ per cent.
Shingles,	12½ per cent.
Ships' Water Casks, in use,	2½ per cent.
Shoes,	12½ per cent.
Shot,	12½ per cent.
Silk Manufactures,	12½ per cent.
Slates,	12½ per cent.
Snuff, 4d. per lb. and	12½ per cent.
Soap,	12½ per cent.
Soda Ash,	Free.
Specimens of Natural History, Mineralogy or Botany,	Free.
Spices, all,	30 per cent.
Spikes,	12½ per cent.

<i>Articles.</i>	<i>Duties.</i>
Spirits, except Rum and Whisky, at proof, 2s per gal. & 25	per cent.
Spirits or Cordials, sweetened so that the strength cannot be found by the Hydrometer, 3s. per gal. and 25	per cent.
Spirits of Turpentine,	12½ per cent.
Sponge,	12½ per cent.
Starch,	12½ per cent.
Steel,	2½ per cent.
Do. Manufactures,	12½ per cent.
Stoves,	12½ per cent.
Straw Boards,	12½ per cent.
Sugar, Refined, in loaves, or Crushed and Candy,	14s. per-cwt. and 12½ per cent.
Sugar, Bastard and other kinds,	9s. per cwt. and 12½ per cent.
Sumach,	2½ per cent.
Sweetmeats,	30 per cent.
Swine,	20 per cent.
Syrups,	12½ per cent.
TALLOW,	2½ per cent.
Tar,	2½ per cent.
Tea,	1d. per lb. and 12½ per cent.
Teasels,	2½ per cent.
Tin and Tinware,	12½ per cent.
Tobacco, Manufactured,	½d. per lb. and 12½ per cent.
Tobacco, Unmanufactured,	1d. per lb. and 12½ per cent.
Tongues,	20 per cent.
Tow, Undressed,	2½ per cent.
Toys,	12½ per cent.
Trees and Shrubs,	Free.
Type Metal, in blocks or pigs,	2½ per cent.
Types,	12½ per cent.
VARNISH,	12½ per cent.
Vegetables used in dyeing,	2½ per cent.
Vegetables,	12½ per cent.
Veneers,	12½ per cent.
Vermicelli,	30 per cent.

<i>Articles.</i>	<i>Duties.</i>
Vinegar,	30 per cent.
VAFERS,	12½ per cent.
Vatches,	12½ per cent.
Vatches, &c., purporting to be of British but really Foreign, Manufacture,	Prohibited.
Vax,	12½ per cent.
Vhalebone,	12½ per cent.
Vheat,	Free.
Vhetstones,	12½ per cent.
Whisky, at proof, 3d. per gallon and	12½ per cent.
Vicker Work,	12½ per cent.
Vine, in wood, value £15 the pipe of 126 gallons or under, 6d. per gallon and	25 per cent.
Vine, value over £15 the pipe, 1s. 6d. per gallon and	25 per cent.
Vine, in bottles, 4s. per gallon, and	25 per cent.
Vood, and Lumber,	12½ per cent.
Vood used in making Carpenters' and Joiners' Tools,	2½ per cent.
Vool,	2½ per cent.
Do. Manufactures,	12½ per cent.
WAST,	12½ per cent.
WNC,	12½ per cent.

EXEMPTIONS :

Arms, Clothing, Cattle, Provisions and Stores of every description, which any Commissary or Commissaries, Contractor or Contractors, shall import or bring, or which may be imported or brought by the Principal or other Officer or Officers of Her Majesty's Ordnance into the Province for the use of Her Majesty's Army or Navy, or for the use of the Indian Nations in this Province; provided the duty otherwise payable thereon would be defrayed or borne by the Treasury of the United Kingdom or of this Province.

Horses and Carriages of Travellers ; and Horses, Cattle and Carriages and other vehicles when employed in carrying Merchandize, together with the necessary harness and tackle, so long as the same shall be *bona fide* in use for that purpose, except the Horses, Cattle, Carriages, Vehicles and Harness of persons hawking Goods, Wares and Merchandize through the Province for the purpose of retailing the same, and the Horses, Cattle, Carriages and Harness of any Circus or Equestrian Troop for exhibition. The Horses, Cattle, Carriages and Harness of any Menagerie to be free.

Donations of Clothing specially imported for the use of or to be distributed gratuitously by any Charitable Society in this Province. Seeds of all kinds, Farming Utensils and Implements of Husbandry, when specially imported in good faith by any Society incorporated or established for the encouragement of Agriculture.

The following Articles in the occupation of persons coming into the Province for the purpose of actually settling therein, viz :

Wearing Apparel in actual use, and other personal effects not Merchandize ; Horses and Cattle ; Implements and Tools of Trade of handy-craftsmen.

The personal Household Effects not Merchandize, of inhabitants of this Province, being subjects of Her Majesty, and dying abroad.

And the following articles when imported directly from the United Kingdom, or from any British North American Province, and being the growth, produce or manufacture of the said United Kingdom or of such Province, respectively, viz.:

Animals, Beef, Pork, Biscuit, Bread, Butter, Cocoa-Paste, Corn or Grain of all kinds ; Flour ; Fish, fresh or salted, dried or pickled ; Fish Oil ; Furs or Skins the produce of fish or creatures living in the Sea ; Gypsum, Horns, Meat, Poultry, Plants, Shrubs and Trees, Potatoes, and Vegetables of all kinds. Seeds of all kinds, Skins, Pelts, Furs or Tails undressed. Wood. viz. : Boards, Planks, Staves, Timber and Firewood.

[This exemption in favour of the *Provinces* applies to their productions only while they receive similar articles free from this Province.]

REMARKS :

The duties imposed by the present Tariff are in Provincial Currency (24s. 4d. currency equal to 20s. sterling and 5s. 1d. currency equal to one dollar), and levied according to the old weights and measures, i. e., "British Weights and Measures in use on the 6th of July, 1825."

Packages in which Goods are contained shall be deemed Goods within the meaning of the Law, and subject to duty accordingly, excepting always such packages as are required only for the security of the Goods during the transport thereof, and which do not usually accompany the Goods when sold in this Province as being necessary for containing the same.

All duties are payable in CASH ; but Goods may be entered for Warehousing, and transported in Bond from the Port of Entry to be Warehoused at any Warehousing Port in the Province, and the duties paid when taken out for consumption ; or the goods may be exported from the Province without payment of any duties.

Goods must be cleared the Warehouse within two years from date of first entry.

Cattle and Swine may be slaughtered, and Grain ground in Bond for exportation, under regulations to be made by the Governor in Council, which regulations may extend to the substitution of Beef and Pork, Flour or Meal, in quantities equivalent to the produce of such Cattle or Grain.

WAREHOUSING PORTS.—Amherstburg, Belleville, Brockville, Bytown for supplies of the Lumber Trade only, Chippewa, Cobourg, Cornwall, Dalhousie, Dickinson's Landing, Dover, Goderich, Grafton, Hamilton, Hope, Kingston, Maitland (on Grand River), Montreal, Niagara, Picton, Prescott, Quebec, Stanley, St. Johns, Toronto and Whitby, and such other Ports as the Governor in Council may appoint.

The present Tariff having been framed on the principle of *ad valorem* duties throughout, the following stringent provisions are made for preventing frauds by under-valuation, viz. :—

One package in each lot, or one in each ten, or a greater number, if necessary, may be opened, and, if found not to agree with the Invoice, the whole may be forfeited.

The Collector has the power to take duties *in kind*, i. e. a portion of the goods entered corresponding to the rate of duty to which they are subject, less one-eleventh part ; or he can take the whole, paying the owner the value at which they have been offered for entry, with the addition of ten per cent. and the import charges.

When goods are appraised, and found to exceed the value at which they were offered for entry to the extent of twenty per cent., then the duty on such goods shall be *increased one-half* and collected on the appraised value.

Persons smuggling, or attempting to pass goods with a false Invoice, are liable, in addition to former penalties, to a fine of £50, or imprisonment for one year.

All acts of an Agent are made binding on his principal ; and persons transacting business with the Customs through an Agent are to furnish him with a Power to act for them in the following form :—

PROVINCE OF CANADA :

Know all men by these presents, that we, A. B. & Co., have appointed, and do hereby appoint C. D. of (*residence, profession, &c.*) to be our true and lawful Attorney and Agent for us, and in our name, to transact all business which we may have with the Collector at the Port of _____ or relating to the Department of the Customs at the said Port, and to execute, sign, seal, and deliver for us, and in our name, all bonds, entries, and other instruments in writing, relating to any such business as aforesaid, hereby ratifying and confirming all that our said Attorney and Agent shall do in the behalf aforesaid. In witness whereof we have signed these presents, and sealed and delivered the same as our act and deed, at _____ in the said Province, this _____ day of _____ one thousand eight hundred and _____

A. B. & Co., [L S]

In presence of E. F. _____ by _____, one of the
and G. H. _____ partners in the said firm.

These and a great many other enactments are made for the same object ; amongst which are a number of lengthy oaths, one of which we here insert for the information of shippers residing out of

the Province. In the British Dominions this may be made before the Collector or the Mayor, and in Foreign Countries, before the British Consul.

OATH OF AN OWNER residing out of this Province, when there is no owner in the Province who can attest the Invoice, or when the owner is the manufacturer or concerned in the manufacture of the goods:

I, (name) do solemnly and truly swear (or affirm) that the invoice hereunto annexed and signed by me, is the true and only invoice of the goods, wares and merchandise therein mentioned, shipped (or intended to be shipped) by me (or by name of Firm) in the whereof is Master, (varying these words as the case may require) and consigned to at in the Province of Canada; that I have not sent and will not send, nor do I know or believe in the existence of any other Invoice of the said goods, wares and merchandise; that the said Invoice contains a just and faithful valuation of the said goods, wares and merchandise at their fair market cash value, in the principal markets in (insert the name of the Country whence the goods were exported to this Province, or use such other words as will meet the facts) at the time when they were so exported, (or when the same were so shipped, or at this time) and that the same were not actually purchased by me (or us) or on my (or our) account,—or that the said Invoice contains a just and faithful account of the actual cost of the said goods, wares and merchandise, and of their fair market value in the principal markets in (insert the name of the Country whence the goods were exported to this Province, or use such other words as will meet the facts,) at the time when the same were purchased for my (or our) account; and that nothing has been concealed or suppressed in the said Invoice or otherwise, whereby Her Majesty the Queen of Great Britain and Ireland may be defrauded of any part of the duty lawfully to become due in Canada in the said goods, wares and merchandise. So help me God.

Sworn (or affirmed) before me, (Signature.)
this day of 18
(Signature,)

Collector, or British Consul at (or as the case may be.)

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